

CITY OF PORT ST. LUCIE

PLANNING AND ZONING BOARD AGENDA

TUESDAY, APRIL 5, 2016

1:30 P.M. – PORT ST. LUCIE CITY HALL

121 S.W. PORT ST. LUCIE BOULEVARD, PORT ST. LUCIE, FLORIDA

1. MEETING CALLED TO ORDER REVISED 4/4/16
2. ROLL CALL
3. DETERMINATION OF A QUORUM
4. PLEDGE OF ALLEGIANCE
5. APPROVAL OF MINUTES – **MARCH 1, 2016**
6. **CONSENT AGENDA**

7. **PUBLIC HEARINGS**

[The applicant or agent for the applicant must be present. If no representative is present for the application, it will be tabled to the following month's meeting.]

Anyone wishing to speak on any item may approach the podium after the issue has been opened for the public to comment. Each person wishing to speak may do so for not more than 3 (three) minutes. Your comments and concerns are very welcome, however, we must maintain order and provide time for everyone.

- A. P16-033 WALMART @ SLW – VARIANCE
Location: The property is located at 1675 St. Lucie Boulevard.
Legal Description: St. Lucie West Plat No. 167, Lot 1.
This is a request to grant a variance to Section 110.02 of the City Code that states no license shall be granted to a vendor of alcoholic beverages whose place of business is, or shall be, within 1,500 feet of a school or religious institution. The application is for a variance of 1,056 feet to allow a separation distance of 444 feet.

- B. P16-038 JASMINE SANG – VARIANCE
Location: The property is located at 2450 SW Cameo Boulevard.
Legal Description: Section 05, Block 1644, Lot 24.
This is a request to grant a variance of one and a half (1.5) feet to allow a rear yard setback of twenty-three and a half (23.5) feet. Section 158.073(H)(3) Yard Requirements and Buffering – Rear Yard of the Zoning Code requires a rear yard setback of twenty-five (25) feet.

- C. P15-032 GATLIN GROUP HOLDINGS – COMPREHENSIVE PLAN AMENDMENT/
LARGE SCALE
Location: The property is located on the southwest corner of Aledo Lane and Rosser Boulevard.
Legal Description: Gatlin Commons, Parcels 4, 13, 14, 15 and part of WMT 1. This is a request to amend the City of Port St. Lucie’s Comprehensive Plan by changing the future land use designation on 18.59 acres of property from CS (Service Commercial) to ROI (Residential/Office/Institutional).
- D. P15-142 WESTERN GROVE DEVELOPMENT OF REGIONAL IMPACT (DRI) NOTICE OF PROPOSED CHANGE – 1ST AMENDMENT TO THE DEVELOPMENT ORDER
Location: The property is located east of Range Line Road, south of the proposed extension of Crosstown Parkway and north of the Discovery Way right-of-way.
Legal Description: A parcel of land lying in Sections 5, 6, 7, 8, 17 and 18, Township 37 South, Range 39 East, St. Lucie County, Florida.
The amendment includes revisions to the legal description and maps to add approximately 348.2 acres to the DRI; reduce the number of residential dwelling units from 4,062 to 4,000; reduce the Retail square footage from 365,904 SF to 200,000 SF; reduce the Office square footage from 250,906 SF to 50,000 SF; extend the expiration, buildout and phasing dates; amend the Transportation Conditions; amend conditions regarding Environmental and Natural Resources and Human Resources.
- E. P15-143 TRADITION DEVELOPMENT OF REGIONAL IMPACT (DRI) NOTICE OF PROPOSED CHANGE – 6TH AMENDMENT TO THE DEVELOPMENT ORDER
Location: The property is located west of I-95 and north and south of Tradition Parkway.
Legal Description: All of Section 9 and a portion of Sections 4, 5, 6, 7, 8, 10, 15, 16, 17 and 18, Township 37 South, Range 39 East and a portion of Section 33, Township 36 South, Range 30 East, St. Lucie County, Florida.
The amendment includes revisions to the legal description and maps to remove approximately 348.2 acres from the DRI; reduce the number of single family residential units 5,945 to 4,990; extend the phase, buildout and expiration dates; and revise certain conditions to extend the compliance dates.
- F. CITY OF PORT ST. LUCIE – NEIGHBORHOOD PLANNING
a. Planning Area 3
b. Planning Area 4N
c. Planning Area 4S

8. **NEW BUSINESS**

A. ELECTION OF OFFICERS

B. DETERMINATION OF EXCUSED ABSENCE – DANIEL KUREK &
CHERYL WHITE

9. **OLD BUSINESS**

10. **PUBLIC TO BE HEARD**

11. **ADJOURN**

Notice: In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation to participate in this proceeding should contact the City Clerk's office at 772-871-5157 for assistance. No stenographic record by a certified court reporter will be made of the foregoing meeting. Accordingly, any person who may seek to appeal any decision involving the matters noticed herein will be responsible for making a verbatim record of the testimony and evidence at said meeting upon which any appeal is to be based.

4/4/2016 8:59 AM



City of Port St. Lucie
Planning and Zoning Department
A City for All Ages

TO: PLANNING AND ZONING BOARD - MEETING OF APRIL 5, 2016

FROM: DANIEL ROBINSON, PLANNING TECHNICIAN 

RE: WALMART @ SLW
VARIANCE APPLICATION
P16-033

DATE: MARCH 22, 2016

APPLICANT/OWNER: Allen C. Lane Jr., P.E., acting as agent for Wal-Mart Stores East, LP

LOCATION: 1675 St. Lucie West Boulevard; generally located on the north side of St. Lucie West Boulevard between Peacock Boulevard and California Boulevard.

LEGAL DESCRIPTION: St. Lucie West Plat #167, Lot 1

SIZE: 25.01 acres

EXISTING ZONING: General Commercial (CG)

EXISTING USE: Wal-Mart Store

REQUESTED VARIANCE: The request is to grant a variance to Section 110.02 – Alcoholic Beverage Code that states no license shall be granted to a vendor of alcoholic beverages whose place of business is or shall be within one thousand five hundred (1,500) feet of a school or religious institution. This application is for a variance of one thousand and fifty-six (1,056) feet to allow a separation distance of four hundred and forty-four (444) feet from a school or religious institution. This variance will allow Wal-Mart to acquire the proper state license for the sale of packaged liquor. Walmart currently sells beer and wine (2APS State license). This license does not require the 1,500 foot separation. Ordinance 06-107 has been attached.

It shall be noted that the variance criteria of the Zoning Code doesn't work easily for a variance to the Alcoholic Beverage Code. Staff is rewriting the Alcoholic Beverage Code and will take that into consideration when rewriting.

SURROUNDING USES: North = Professional Business Park, St Lucie West Service District retention pond, and Fire Station. East = Vacant lots, Gas station, retail stores, and car wash. South = Pharmacy and retail stores. West = Retail shopping center.

IMPACTS AND FINDINGS

Compatibility with variance criteria:

- 1) That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district.

Applicant: Refer to Exhibit A attached.

Staff Response: There are no special conditions or circumstances existing which are peculiar to the land, structure, or building involved that would not be applicable to other lands, structures, or buildings in the same zoning district.

- 2) That the special conditions and circumstances do not result from any action of the applicant.

Applicant: The conditions and circumstances are not a result of the applicant's actions. The Wal-Mart store was constructed in 2003. The church property was constructed in 2004. The expansion of the Wal-Mart fits the intent of a shopping center development.

Staff Response: The expansion proposed by the applicant to the existing building was not proposed prior to the neighboring church's construction. The current circumstance is a direct result of the applicant expanding their business.

- 3) That granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings, or structures, in the same zoning district.

Applicant: The addition of a liquor box at the Wal-Mart site fits the intent of the shopping center development and zoning district uses.

Staff Response: Granting this request will allow Walmart to sell packaged liquor at their existing store.

Other Related Variances: Staff has no records of any variances to this code section.

- 4) That literal interpretation of the provisions of the chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the chapter and would work unnecessary and undue hardship on the applicant.

Applicant: The interpretation of Sec 110.02 states this use may be permitted if the distance is greater than 1500 feet from the church. The code section references that the existing use must be a multi-use building. The Wal-Mart Super-center could be considered a multi-use building today and by adding the

liquor box, will definitely make it a multi-use building and therefore the distance requirements are met.

Staff Response: The applicant is using the reference to the multi-use building provisions of Section 110.02 (c) in error. The intent behind the multi-use building was a shopping center with various tenants, not a single building with various uses. Therefore, the distance is measured by a straight line between the closest property line of the proposed commercial establishment (Walmart's Liquor Box) and the property line of the religious institution. Walmart's Liquor Box will be 444 feet from their property line to the property line of the church (St. Bernadette Catholic Church – 350 NW California Boulevard.)

- 5) That the variance granted is the minimum variance that will make possible the reasonable use of the land, building, or structure.

Applicant: The variance requested will allow Wal-Mart to add the Liquor Box, which has been added to a large number of Super-centers in FL to expand the list of products offered to Wal-Mart customers. The Liquor Box addition is proposed at the furthest location possible from the existing Church Building. (Please see attached Exhibit).

Staff Response: If the variance is granted, it will allow the applicant to acquire the proper state license for the packaged sale of liquor at the Wal-Mart store.

- 6) That the granting of the variance will be in harmony with the general intent and purpose of the chapter and that the variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

Applicant: As the area is general commercial, the proposed expansion will fit within the current uses within the area. As stated the church property is 1,530 (+/-) feet from the exterior walls of the liquor store and will not be immediately visible to the people attending church.

Staff Response: The packaged sale of liquor in this location will not be detrimental to the public welfare.

- 7) That there will be full compliance with any additional conditions and safeguards which the Planning and Zoning Board or Zoning Administrator may prescribe, including but not limited to reasonable time limits within which the action for which variance is required shall be begun or completed, or both.

Applicant: The intent of the proposed expansion will be meet all applicable standards and municipal codes of the City of Port St. Lucie.

Staff Response: Staff recommends that the variance, if granted, be limited to a 3APS Quota Beverage License allowing the package sales of beer, wine, and liquor only in sealed containers with no sales by drink or consumption on premises.

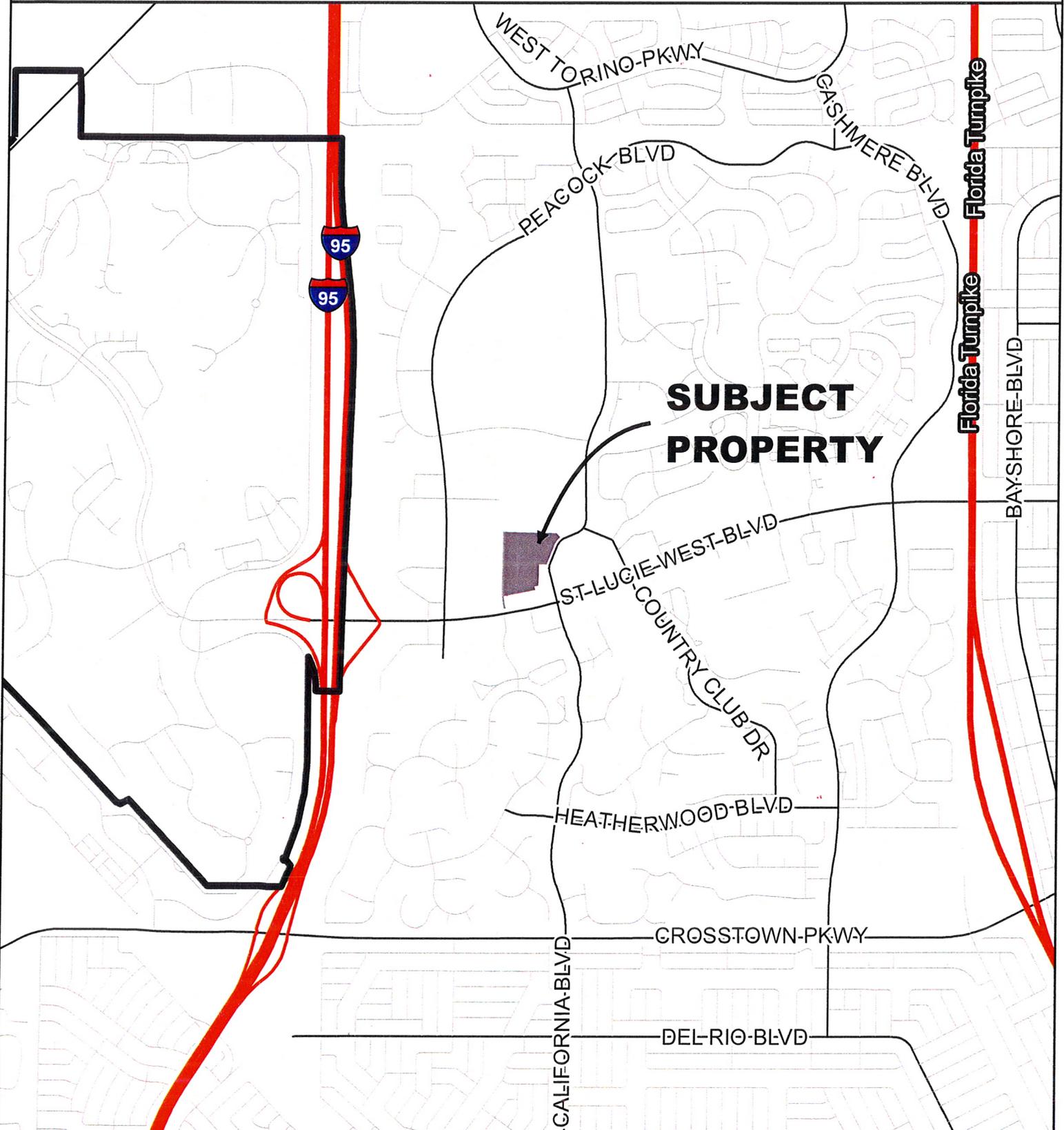
STAFF RECOMMENDATION:

The Planning and Zoning Department staff finds the request to be consistent with variance criteria as stipulated in Section 158.295(C) of the Zoning Code as best as can be expected since this variance is to the Alcoholic Beverage Code and recommends approval of the variance

to Section 110.02 of the Alcoholic Beverage Code that states no license shall be granted to a vendor of alcoholic beverages whose place of business is or shall be within 1,500 feet of a school or religious institution.

(NOTE TO APPLICANT: Any request for a variance that is denied by the Planning and Zoning Board may be appealed to the Board of Zoning Appeals. Appeal applications are made through the City Clerk's office and must be submitted within 15 days after the Planning and Zoning Board hearing).

GENERAL LOCATION

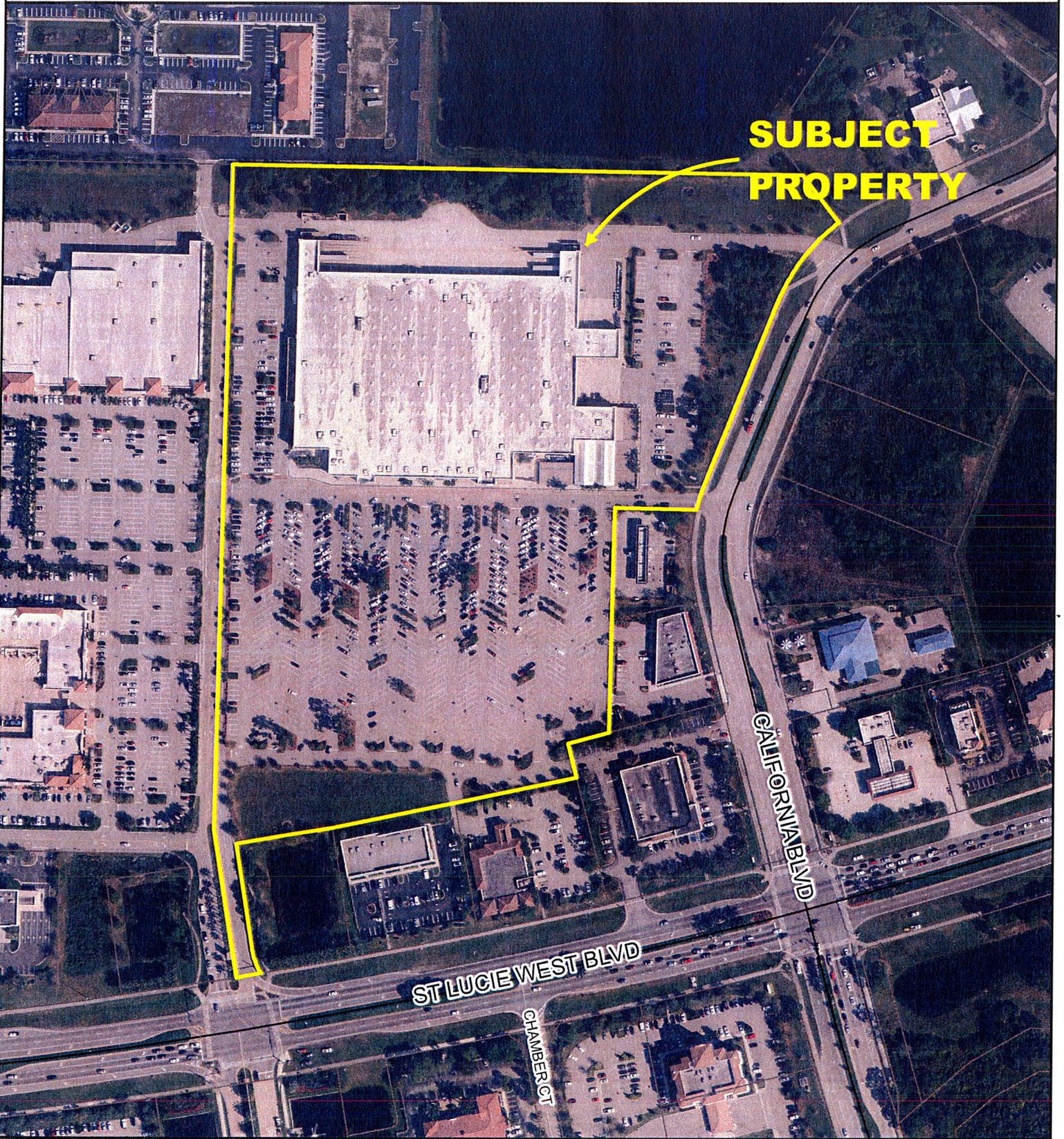


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

VARIANCE
WALMART @ ST. LUCIE WEST
SLW PLAT NO. 167, LOT 1

DATE:	3/2/2016
APPLICATION NUMBER:	P16-033
USER:	patricias
SCALE:	1 in = 0.5 miles

AERIAL



**SUBJECT
PROPERTY**

CALIFORNIA BLVD

ST LUCIE WEST BLVD

CHAMBER CT



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

VARIANCE
WALMART @ ST. LUCIE WEST

SLW PLAT NO. 167, LOT 1
AERIAL DATE 2014

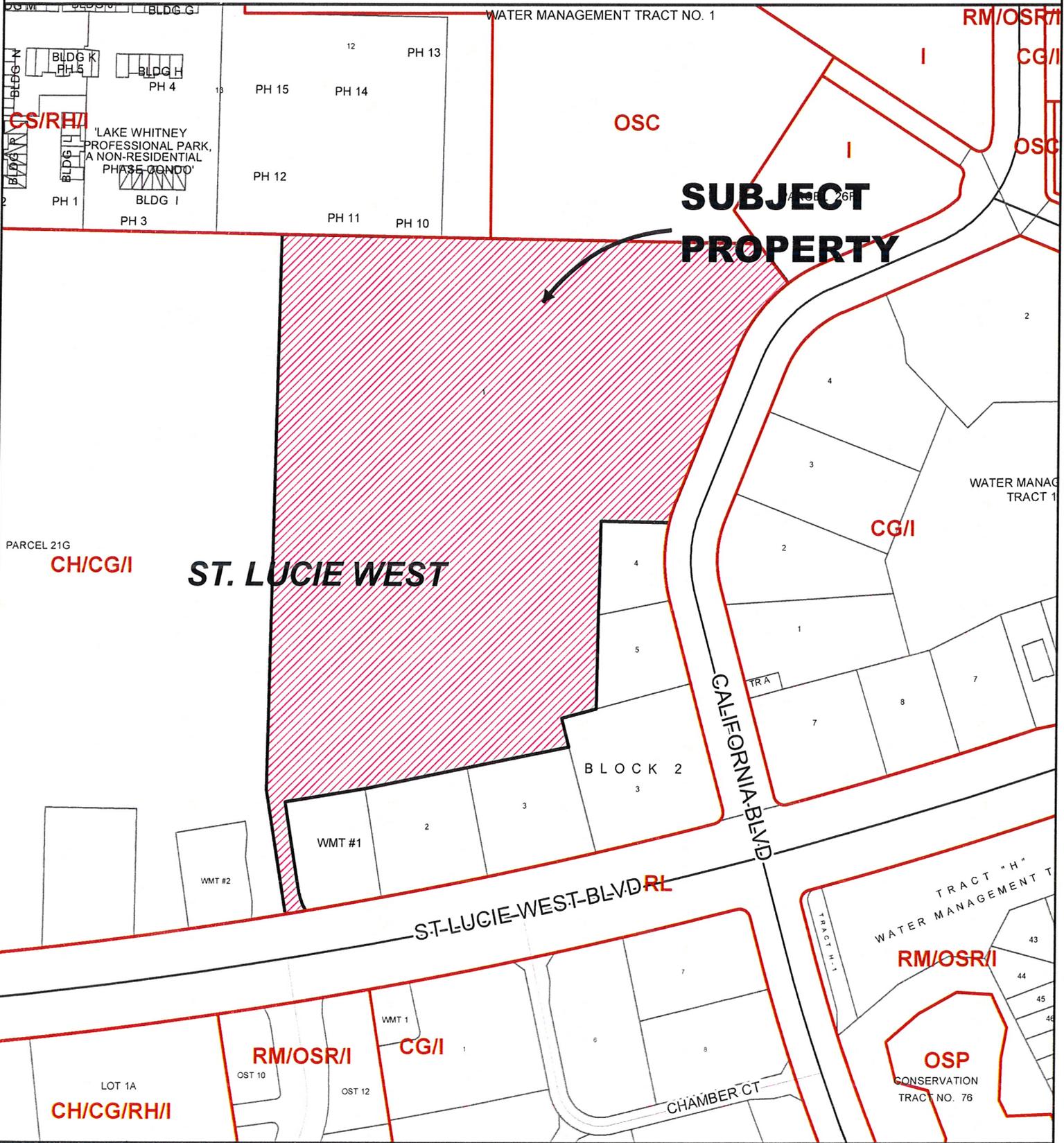
DATE: 3/2/2016

APPLICATION NUMBER:
P16-033

USER: patricias

SCALE: 1 in = 250 ft

FUTURE LAND USE

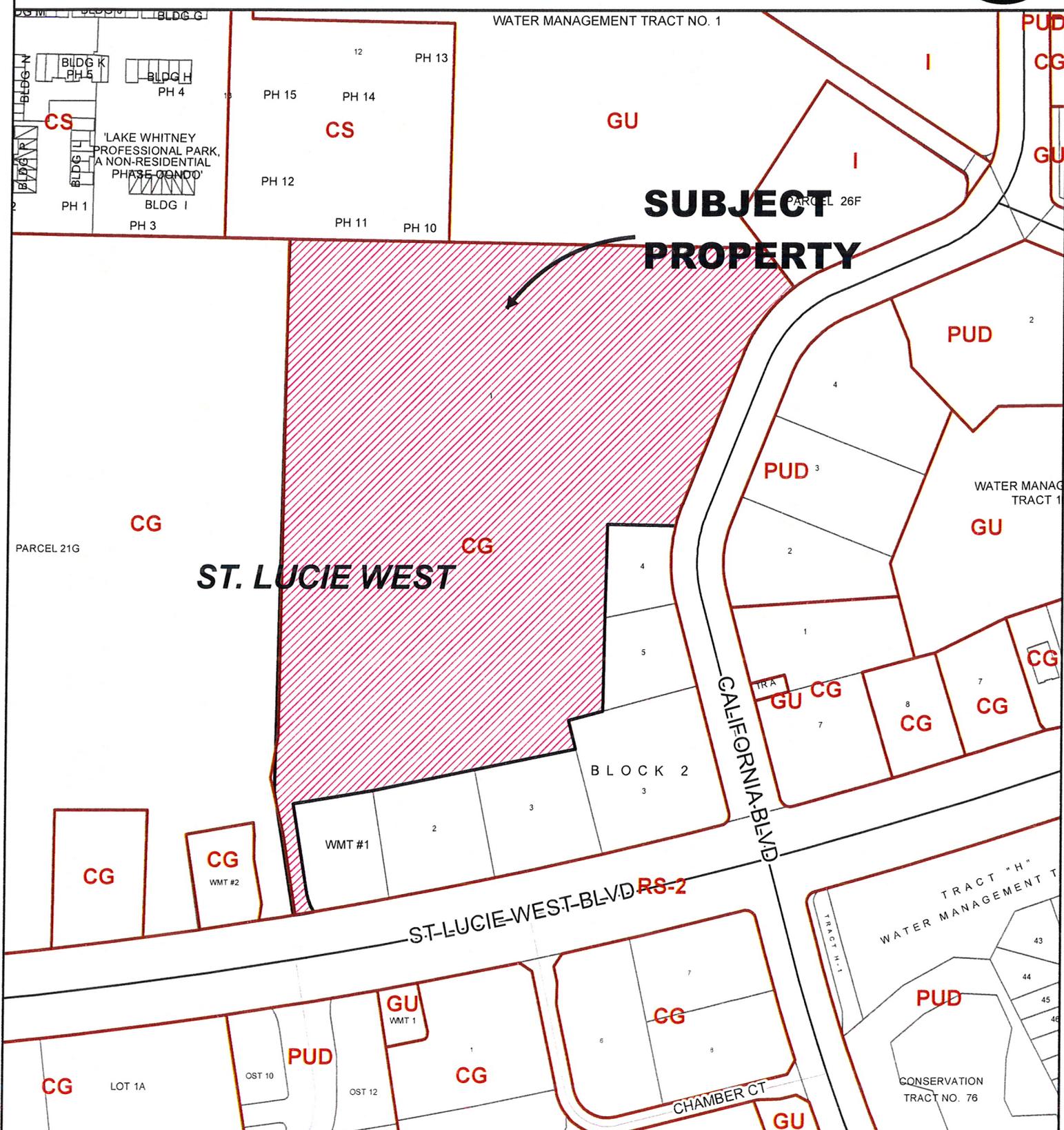


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

VARIANCE
WALMART @ ST. LUCIE WEST
SLW PLAT NO. 167, LOT 1

DATE:	3/2/2016
APPLICATION NUMBER:	P16-033
USER:	patricias
SCALE:	1 in = 300 ft

EXISTING ZONING



	CITY OF PORT ST. LUCIE PLANNING & ZONING DEPT.	VARIANCE WALMART @ ST. LUCIE WEST SLW PLAT NO. 167, LOT 1	DATE: 3/2/2016
			APPLICATION NUMBER: P16-033
			USER: patricias
			SCALE: 1 in = 300 ft

VARIANCE APPLICATION

CITY OF PORT ST. LUCIE
Planning & Zoning Department
121 SW Port ST. Lucie Blvd.
Port St. Lucie, Florida 34984
(772)871-5212 FAX: (772)871-5124

FOR OFFICE USE ONLY

Planning Dept P16-033
Fee (Nonrefundable) \$ 1,635.00
Receipt # 85696

Refer to "Fee Schedule" for application fee. Make check payable to the "City of Port St. Lucie". Fee is nonrefundable unless application is withdrawn prior to advertising for the Planning and Zoning Board meeting. **Attach two copies of proof of ownership (e.g., warranty deed, affidavit), a copy of recent survey and a statement addressing each of the attached criteria.**

PRIMARY CONTACT EMAIL ADDRESS: Alane@cphcorp.com

PROPERTY OWNER:

Name: WAL-MART STORES EAST, LP
Address: 2001 SE 10TH STREET BENTONVILLE, ARKANSAS
Telephone No.: (479) 273-4000 Fax No.: _____

APPLICANT (IF OTHER THAN OWNER, ATTACH AUTHORIZATION TO ACT AS AGENT):

Name: Allen C. Lane Jr. P.E.
Address: 1117 E. ROBINSON STREET, Orlando, FL 32801
Telephone No.: 407-425-0452 Fax No.: _____

SUBJECT PROPERTY:

Legal Description: St. Lucie West Plat #167 (PB 42-30) Lot 1 (25.014 AC) (OR3079-726)
Parcel I.D. Number: 3326-800-0001-000-3
Address: 1675 St. Lucie W. Boulevard, Port St. Lucie, Florida
Current Zoning Classification: CF-PSL

Description of requested variance and applicable conditions/circumstances justifying request (continue on separate sheet, if necessary): Provide documentation that the attached variance criteria have been met.
Refer to Exhibit A attached.

RECEIVED

FEB 29 2016

**PLANNING DEPARTMENT
CITY OF PORT ST LUCIE FL**


Signature of Applicant

Allen C Lane Jr
Hand Print Name

2/24/16
Date

NOTE: Signature on this application acknowledges that a certificate of concurrency for adequate public facilities as needed to service this project has not yet been determined. Adequacy of public facility services is not guaranteed at this stage in the development review process. Adequacy for public facilities is determined through certification of concurrency and the issuance of final local development orders as may be necessary for this project to be determined based on the application material submitted.

VARIANCES

The Planning and Zoning Board and Zoning Administrator may authorize the variance from the provisions of this chapter as will not be contrary to the public interest when, owing to special conditions, a literal enforcement of the provisions will result in unnecessary and undue hardship. In order to authorize any variance from the terms of this chapter, the Planning and Zoning Board or Zoning Administrator will consider the variance criteria in **§ 158.295 (C) 1-7 and consider your responses to the following when making a determination.**

(1) Please explain special conditions and circumstances that exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district;

Refer to Exhibit A attached.

(2) Please explain if these conditions and circumstances result from actions by the applicant;

The conditions and circumstances are not a result of the applicants actions. The Wal-Mart store was constructed in

2003. The church property was constructed in 2004. The expansion of the Wal-Mart fits the intent of a shopping center development.

(3) Please explain how granting the variance requested will not confer on the applicant special privilege that is denied by this chapter to other lands, buildings, or structures, in the same zoning district;

The addition of a liquor box at the Wal-Mart site fits the intent of the shopping center development and zoning district uses.

(4) Please explain how a literal interpretation of the provisions of the chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the chapter and would work unnecessary and undue hardship on the applicant;

The interpretation of Sec 110.02 states this use may be permitted if the distance is greater than 1500 feet from the

church. The code section references that the existing use must be a multi use building. The Wal-Mart Super-center could be considered a multi-use building today and by adding the Liquor box, will definitely make it a multi-use building and therefore the distance requirements are met.

(5) Please illustrate and explain if the variance requested is the minimum variance that will make possible the reasonable use of the land, building, or structure;

The variance requested will allow Wal-Mart to add the Liquor Box, which has been added to a large number of

Super-centers in FL to expand the list of products offered to Wal-Mart customers. The Liquor Box addition is proposed at the furthest location possible from the existing Church Building. (Please see attached Exhibit).

(6) Please indicate how granting variance will be in harmony with the general intent and purpose of the chapter and that granting the variance will not be injurious to the area involved or otherwise detrimental to the public welfare;

As the area is general commercial, the proposed expansion will fit within the current uses within the area.

As stated the church property is 1,530 (+/-) feet from the exterior walls of the liquor store and will not be immediately visible to the people attending church.

(7) Please indicate that there will be full compliance with any additional conditions and safeguards which the Planning and Zoning Board or Zoning Administrator may prescribe, including but not limited to reasonable time limits within which the action for which variance is required shall be begun or completed, or both.

The intent of the proposed expansion will be meet all applicable standards and municipal codes of the City of Port St.Lucie.



Signature of Applicant



Hand Print Name



Date

September 9, 2003

WRITER'S DIRECT DIAL
813-273-5088

Daniel S. McIntyre, County Attorney
2300 Virginia Avenue
Fort Pierce, Florida 34982

E-MAIL ADDRESS
TDANAHER@GRAYHARRIS.COM

Re: **TITLE CERTIFICATION**
St. Lucie West Plat No. 167, Being a Replat of Parcel 21F of St. Lucie West,
Plat No. 145, 1st Replat in Parcel 21C, Recorded in Plat Book 40, Pages 10 and
10A, Public Records of St. Lucie County, Florida, Lying in Section 26,
Township 36 South, Range 39 East, City of Port St. Lucie, St. Lucie County,
Florida
Our File No.: 540000-50

Dear Mr. McIntyre:

For purposes of delivering the Title Certification on the referenced plat, we have reviewed and examined the following:

- (1) Owner's Title Insurance Policy No.: A02-190722, prepared by Commonwealth Land Title Insurance Company covering the real property described on **Exhibit "A"** attached hereto, issued with an effective date of September 24, 2001 at 4:18 p.m.; and
- (2) Ownership and Encumbrance Report bearing Order No.: 40180892CA, prepared by Commonwealth Land Title Insurance Company, covering the real property described on **Exhibit "A"** attached hereto, for the period September 24, 2001 through August 8, 2003 at 8:00 a.m.;

As a result of that review and examination, we advise you that, as of August 8, 2003 at 8:00 a.m.:

1. Title to the real property described in **Exhibit "A"** is vested in Wal-Mart Stores East, Inc., an Arkansas corporation, by virtue of a Special Warranty Deed recorded in Official Records Book 1437, Page 2278.
2. The real property is **not** subject to a mortgage.
3. The real property is subject to the following:

Daniel S. McIntyre, County Attorney
September 9, 2003
Page 2

- a. Those exceptions set forth in Schedule B., Items 2 through 20, of Commonwealth Land Title Owner's Title Insurance Policy No.: A02-190722 (a copy of which is attached hereto as **Exhibit "B"**); and,
- b. Notice of Commencement recorded in Official Records Book 1685, Page 461.

Also, please note (i) that the aforementioned Ownership and Encumbrance Report indicates (for informational purposes only) that the 2002 Ad Valorem Taxes are PAID, under Parcel Number 3323-950-0002-000-3,; and (ii) All of the above recording references are to the public records of St. Lucie County, Florida.

Thank you for your attention to these matters.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas W. Danaher", with a long horizontal flourish extending to the right.

Thomas W. Danaher

TWD/lkm

Legal Description

A parcel of land being a portion of Parcel 21C, as shown on the PLAT OF ST. LUCIE WEST PLAT NO. 107, 2nd REPLAT IN PARCEL 21, recorded in Plat Book 37, pages 19, 19A through 19C, Public Records of St. Lucie County, Florida and being more particularly described as follows:

Begin at the Northeast corner of said Parcel 21C; thence traversing the Easterly and Southerly lines of said Parcel 21C the following eight (8) courses:

1. Thence South 37°26'51" East, a distance of 112.80 feet to a point of non-radial intersection with a curve concave to the Southeast and having a radius of 360.00 feet (the radius point of said curve bears South 37°21'04" East from this point);
2. Thence Southwesterly along the arc of said curve through a central angle of 30°49'23" an arc distance of 193.67 feet to a point of tangency with a line;
3. Thence South 21°49'33" West along said line a distance of 362.96 feet to a point of curvature with a curve concave to the East and having a radius of 360.00 feet;
4. Thence Southwesterly, Southerly and Southeasterly along the arc of said curve, through a central angle of 36°42'00" an arc distance of 230.59 feet to a point of tangency with a line;
5. Thence South 14°52'27" East, along said line a distance of 194.66 feet;
6. Thence South 75°07'33" West, a distance of 303.89 feet;
7. Thence South 14°52'27" East, a distance of 314.00 feet to a point of non-radial intersection with a curve concave to the Northwest and having a radius of 11,359.16 feet (the radius of said curve bears North 12°59'15" West from this point)
8. Thence Southwesterly along the arc of said curve, through a central angle of 02°30'40" an arc distance of 497.85 feet to a point of non-radial intersection with a line (the radius point of said curve bears North 10°28'35" West from this point);

Thence North 09°17'45" West along said line, departing said Southerly line of Parcel 21C a distance of 247.86 feet; thence South 80°42'15" West, a distance of 186.00 feet; thence South 09°17'45" East, a distance of 200.22 feet to a point of curvature with a curve concave to the Northeast and having a radius of 134.23 feet; thence Southeasterly along the arc of said curve through a central angle of 17°47'30", an arc distance of 41.68 feet to a point of compound curvature with a curve concave to the Northeast and having a radius of 37.13 feet; thence Southeasterly along the arc of said curve, through a central angle of 15°13'07", an arc distance of 9.86 feet to a point of cusp with a curve concave to the Northwest and having a radius of 11,359.16 feet (the radius point of said curve bears North 09°35'30" West from this point); thence Southwesterly along the arc of said curve, through a central angle of 00°14'43", an arc distance of 48.64 feet to a point of non-radial intersection with a line (the radius point of said curve bears North 09°35'30" West from this point); thence North 09°17'45" West along said line a distance of 284.27 feet; thence North 01°00'00" East, a distance of 1,253.18 feet to a point on the Northerly line of said Parcel 21C; thence South 89°00'00" East along said line a distance of 1,091.32 feet to the Point of Beginning.





Commonwealth

POLICY NUMBER

A02-190722

SUBJECT TO THE EXCLUSIONS FROM COVERAGE, THE EXCEPTIONS FROM COVERAGE CONTAINED IN SCHEDULE B AND THE CONDITIONS AND STIPULATIONS, COMMONWEALTH LAND TITLE INSURANCE COMPANY, a Pennsylvania corporation, herein called the Company, insures, as of Date of Policy shown in Schedule A, against loss or damage, not exceeding the Amount of Insurance stated in Schedule A, sustained or incurred by the insured by reason of:

1. Title to the estate or interest described in Schedule A being vested other than as stated therein;
2. Any defect in or lien or encumbrance on the title;
3. Unmarketability of the title;
4. Lack of a right of access to and from the land

The Company will also pay the costs, attorneys' fees and expenses incurred in defense of the title, as insured, but only to the extent provided in the Conditions and Stipulations.

IN WITNESS WHEREOF, COMMONWEALTH LAND TITLE INSURANCE COMPANY has caused its corporate name and seal to be hereunto affixed by its duly authorized officers, the Policy to become valid when countersigned by an authorized officer or agent of the Company.

COMMONWEALTH LAND TITLE INSURANCE COMPANY

Attest:

James J. D. Lynch, Jr.
Secretary



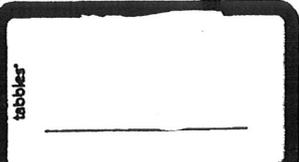
By:

[Signature]
President

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating to (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the affect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
(b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or a notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
2. Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.
3. Defects, liens, encumbrances, adverse claims or other matters:
 - (a) created, suffered, assumed or agreed to by the insured claimant;
 - (b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;
 - (c) resulting in no loss or damage to the insured claimant;
 - (d) attaching or created subsequent to Date of Policy; or
 - (e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the estate or interest insured by this policy.
4. Any claim, which arises out of the transaction vesting in the Insured the estate or interest insured by this policy, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that is based on:
 - (a) the transaction creating the estate or interest insured by this policy being deemed a fraudulent conveyance or fraudulent transfer; or
 - (b) the transaction creating the estate or interest insured by this policy being deemed a preferential transfer except where the preferential transfer results from the failure:
 - (i) to timely record the instrument of transfer; or
 - (ii) of such recordation to impart notice to a purchaser for value or a judgment or lien creditor.



Real Estate

Zack Pollard, Wal-Mart Store Planning

June 4, 2014

RE: Liquor Licensing, Zoning, Permitting, and Approvals
Applicant: Wal-Mart Stores East, L.P. a Delaware Limited Partnership
Project Name: Wal-Mart Liquor Box Addition – Port Saint Lucie – Store #3527
Site Address: 1675 NW St Lucie W Blvd, Port St Lucie, FL

On behalf of Wal-Mart Stores East, LP ("Wal-Mart"), I hereby authorize GPH, Inc. (the "Engineer"), to serve as Wal-Mart's authorized agent for the purpose of seeking all requisite liquor licenses, zoning modifications, permits, and approvals related to the proposed building additions and site modifications of the above-referenced site.

The Engineer's authorization is expressly limited to (i) signing and delivering applications for liquor licenses, zoning modifications, permits, and approvals that are related to the building additions and site modifications of the above-referenced site, and (ii) advancing the requisite funds on behalf of Wal-Mart to file such applications. Further, this authorization does not empower the Engineer to either negotiate on Wal-Mart's behalf or otherwise obligate Wal-Mart in any manner whatsoever, including any attempt to obligate Wal-Mart to pay for or construct improvements without additional authorization in writing from Wal-Mart.

Respectfully,

WAL-MART STORES EAST, LP,
a Delaware limited partnership

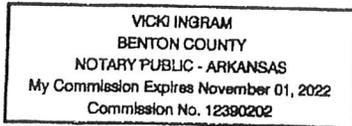
By: WSE Management, LLC, a Delaware limited
liability company, General Partner

By:


Zack Pollard
Wal-Mart Store Planning

STATE OF ARKANSAS
COUNTY OF BENTON

The foregoing instrument was acknowledged before me this 4th day of June, 2014, by Zack Pollard, Wal-Mart Store Planning of WSE Management, LLC, a Delaware limited liability company, the General Partner of Wal-Mart Stores East, LP, a Delaware limited partnership, on behalf of the company and the partnership. He is personally known to me OR produced _____ as identification.



Vicki Ingram
Print Name: VICKI INGRAM
Notary Public, State of Arkansas
Commission number: 12390202
My commission expires: 11-01-2022

[Notary Seal]

Exhibit A

Description of requested variance and applicable conditions/circumstances justifying request:

The existing Wal-Mart building is located at 1675 St. Lucie West Boulevard and is part of the Town Center at St Lucie West shopping center. A liquor box building is proposed to be added along the SW corner of the Walmart Store. There is an existing religious institution located at 350 California Blvd. The distance between the properties is about 500 feet, however, the straight line distance from the proposed liquor box addition to the exterior wall of the church is 1,530 feet (+/-). The proposed variance is required to allow the construction of the liquor store as proposed. The liquor box will be added to the existing Walmart Supercenter Store, which can be considered a multi-use building, and as mentioned above, there will be a separation greater than the minimum requirement of 1,500 feet.

(1) Please explain special conditions and circumstances that exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district;

The Walmart Supercenter is located in the middle of a high traffic commercial area. It is part of the Town Center at St Lucie West shopping center located along St. Lucie West Blvd. The existing church is located behind the Walmart property, and across from a large stormwater pond. Due to the configuration of the properties, the distance between the two property lines is about 500 feet; however, the straight line distance from the proposed liquor box addition to the exterior wall of the church is 1,530 feet (+/-).

AN ORDINANCE PROVIDING FOR THE AMENDMENT OF SECTION 110 OF THE CITY CODE, ALCOHOLIC BEVERAGES; PROVIDING AN EFFECTIVE DATE _____

THE CITY OF PORT ST. LUCIE HEREBY ORDAINS:

ARTICLE I. That Sections 110.01 through 110.99, Port St. Lucie City Code, are hereby repealed and amended to read as follows:

This Chapter shall be known as "Alcoholic Beverage Code."

Authority

This Chapter is enacted under the home rule power of the City of Port St. Lucie in the interest of the health, safety, peace and general welfare of the people of the City, and under the authority of the City to regulate the sale and consumption of alcoholic beverages under the Twenty First (21st) Amendment to the United States Constitution.

Purpose and Findings of Fact

(a) Alcoholic beverages can be addictive, dangerous and abused. Those who drink alcoholic beverages sometimes injure themselves, their family or innocent third parties.

(b) Those who sell alcoholic beverages profit off those who consume alcoholic beverages, whether those consumers use alcoholic beverages responsibly or abuse alcoholic beverages.

(c) Due to the misuse of alcoholic beverages, the State and City consider the sale of alcoholic beverages to be a privilege that carries with it important and sometimes burdensome responsibilities.

(d) The City has enhanced police powers over alcoholic beverages pursuant to the Twenty First (21st) Amendment to the United States Constitution and enacting the provisions of this chapter, the City Council is exercising the full strength of that 21st Amendment power.

ARTICLE II. GENERAL PROVISIONS

Sec. 110.01. Definitions.

The following words, terms and phrases, when used in this chapter shall have the meanings ascribed to them in this section except where the context clearly indicates a different meaning:

ORDINANCE 06-107

Alcoholic Beverage. Any beverage containing more than one half of 1% or more of alcohol by volume, as determined in accordance with Section 561.01(4)(b), Florida Statutes.

Food Store Selling Alcoholic Beverages. Any food or convenience store which has a license for package sales of alcoholic beverages from the Florida Division of Alcoholic Beverages and Tobacco.

Hotel. Any establishment generally accepted as a hotel and so licensed under the laws of the state of Florida and ordinances of the City of Port St. Lucie, and having 100 rooms or more for the accommodation of guests.

Intoxicating Liquor. Means and includes only those alcoholic beverages containing more than 4.007% of alcohol by volume. The determination of the percentage of alcohol by volume shall be made as provided in Section 561.01(4)(b), Florida Statutes.

Motel. Any establishment generally accepted as a motel or motor court and so licensed under the laws of the state of Florida and ordinances of the City of Port St. Lucie, and having 100 rooms or more for the accommodations of guests.

Open Container. Any bottle, can, cup, glass, or other receptacle containing any alcoholic beverage which is open, which has been opened, which has its seal broken, or which has had its contents partially removed.

Owner. Any person holding an occupational license for a store.

Package Store. Any establishment which sells beer, wine and liquor for off-site consumption.

Person. Any individual, firm, partnership, joint venture, syndicate or other group or combination acting as a unit, association, corporation, or other legal entity and shall include the plurals as well as the singular.

Religious Institution. Any building used primarily for religious services and religious education regularly and the title to which is owned or held by such religious institution. *Religious institution property, as defined herein, includes the ground or land upon which a religious institution and its permitted accessory uses are located and which is in ownership or lease control of the religious institution on the property.*

ORDINANCE 06-107

School. All public schools, and parochial and private schools offering substantially the same course of instruction available in public schools, but shall not include universities, colleges, and other institutions of post-secondary education. School property, as defined herein, includes the ground or land upon which a school and its permitted accessory uses are located and which is in ownership or lease control of the school on the property.

Special License. The license issued by the state to any bonafide hotel, motel or motor court, restaurant or caterer, pursuant to Section 561.20(2), Florida Statutes, or to any club pursuant to Section 565.02(4), Florida Statutes.

Vendor. Any person who sells or offers for sale alcoholic beverages at retail in the City in any quantity.

Section 110.02. Proximity to Religious Institution or School.

(a) Except as provided in Section 110.06, no license shall be granted to a vendor of alcoholic beverages whose place of business is or shall be within 1500 feet of a school or religious institution.

(b) Any person entitled to a special license as of the effective date of this Ordinance, shall be exempt from the distance limits provided in sub-section (a) of this section. The limitations of sub-section (a) of this section shall apply to any person who shall become entitled to a special license after such effective date. However, the limitation of subsection (a) of this section shall not apply to any person who shall become entitled to a special restaurant license as defined by Section 561.20(2)(a)(4), Florida Statutes.

(c) Distance measurement. The distance restriction defined in subsection (a) shall be measured by drawing a straight line between the closest property line of the proposed commercial establishment at which alcoholic beverages would be present and the property line of the religious institution or school. In the case of a multi-use building located upon a single tract of land, the distance shall be measured by drawing a straight line between the outermost exterior wall of the unit within the multi-use building intended for use as a commercial establishment at which alcoholic beverages are present and the outermost wall of the unit of the religious institution or school.

ORDINANCE 06-107

(d) The limitations of subsection (a) of this section as they relate to schools shall not apply to vendors of malt beverages and wines containing alcohol no more than 22% by volume.

Section 110.03. Hours of sale.

(a) No alcoholic beverages shall be sold within the territorial limits of the City between the hours of 2:00 a.m. and 9:00 a.m. each day.

(b) All licenses of alcoholic beverages or intoxicating liquors shall comply with this section and any future City Ordinance pertaining to the hours of sale of alcoholic beverages or intoxicating liquor.

Section 110.04. Minors. It shall be unlawful for any person, his servant or employee, to permit anyone under the age of eighteen (18) years to visit or frequent any bottle club or any establishment where alcoholic beverages are sold or consumed on the premises provided however, that this section shall not apply to a minor who is accompanied by a parent or guardian. This section shall not apply where the minor is present in a full-service restaurant, as defined by Section 110.07(a).

Section 110.05. Possession of Open Containers.

1. (a) It shall be unlawful for anyone to consume or possess open containers of beer, wine, alcoholic beverages or intoxicating liquors off the premises of an establishment dealing in alcoholic beverages, or a bottle club, which are licensed as such, and within 500 feet of the premises, except within closed buildings or on premises occupied solely by residential structures. The distance set forth in this section shall be measured from the shortest route of ordinary pedestrian travel along public thoroughfares from the principal entrance of the establishment dealing in alcoholic beverages, or bottle club, to the location of the violation of this section.

(b) Each establishment dealing in alcoholic beverages and each bottle club shall, at all times when such establishment is open to the public or is dispensing or selling alcoholic beverages, have located in the interior as well as the exterior portions of the building licensed for sale of such beverages, where it can be readily seen and read by

ORDINANCE 06-107

customers of the establishment, a sign prominently displayed of a size at least one foot by 2 feet containing the following information: IT IS UNLAWFUL TO CONSUME OR POSSESS ALCOHOLIC BEVERAGES WITHIN 500 FEET OF THIS ESTABLISHMENT AND OFF OF THESE LICENSED PREMISES.

(c) The City Manager shall prescribe by rule the location of the signs and the size of the lettering following as his guideline the criteria set forth above. It shall be unlawful for the owner of any establishment dealing in alcoholic beverages or any bottle club to fail to comply with this section or for any person to sell, dispense or serve alcoholic beverages in any establishment which is not in compliance with this section. The requirement of this section shall apply to all establishments dealing in alcoholic beverages and bottle clubs, whether or not they are licensed or become licensed in the future.

2. This section shall not apply to:

(a) Any person engaged in picking up empty beverage containers for the purpose of collecting the deposit or value of the bottle or can itself, nor to any person taking part in a litter control campaign.

(b) The possession of any open container by any licensed distributor or licensed vendor of alcoholic beverages, provided that the alcoholic beverage is being transported solely for commercial purposes.

(c) The transportation of any open container of alcoholic beverage in or on any motor vehicle, provided that the container is in a compartment of the vehicle not readily accessible to the driver or passengers, such as a locked (not merely latched) glove compartment, trunk, or other nonpassenger or nondriver area of the motor vehicle.

(d) The transportation of any open container or consumption of alcoholic beverage in or on any motor vehicle duly licensed and operated for hire to transport passengers, such as charter buses, regularly scheduled buses, taxicabs, and the separate passenger compartments of limousines; provided the operator thereof is duly licensed and operating within the scope of his employment, and is not in immediate possession of, or engaged in the consumption of, any alcoholic beverage or open container of alcoholic beverage. *The operator must have in his possession evidence of employment by a bona fide chauffeur service, limousine service, taxicab company, or bus company.*

Section 110.06. Subsequent Establishment of Religious institution or School.

Whenever a vendor of alcoholic beverages has procured a license certificate permitting the sale of alcoholic beverages and thereafter a religious institution or school shall be established within 200 feet of the vendor of alcoholic beverages, the establishment of the religious institution or school shall not be cause for the discontinuance or classification as a non-conforming use of the business as a vendor of alcoholic beverages.

Section 110.07. Exception to Distance Requirements. The sale of alcoholic beverages for on-premise consumption or the package sale of alcoholic beverages shall be exempt from the provisions of Section 110.02 for the following as described below:

1. Full-service restaurants
2. Publicly-owned facilities
3. Bars, nightclubs, and hotels or motels where there is no direct access from or to the outside
4. Package sale of beer and/or wine

(a) **Full-Service restaurants.** The provisions of Section 110.02 shall not apply to the sale of alcoholic beverages for on-premise consumption at a full-service restaurant, which is defined as an establishment serving full-course meals and engaged primarily in the service of food and non-alcoholic beverages, where alcoholic beverages are generally only consumed or sold in connection with the consumption or sale of food during all hours of operation. A full-service restaurant may have a bar area in which alcoholic beverages are served and consumed without the accompanying sales and consumption of food; however, such a bar area shall be no more than 12% of the total gross floor area of the full-service restaurant.

An establishment which contains pool tables, video games, a stage, live entertainment, illuminated or non-illuminated signs advertising alcoholic beverages, permits dancing or which has live music or plays recorded music at a level above 70 decibels (measured six [6] inches from the source), shall not be considered to be a full-service restaurant. An establishment which charges a cover charge at any time shall not be considered a full-service restaurant. An establishment which advertises anything other than the sale of food shall not be considered a full-service restaurant.

ORDINANCE 06- 107

The full-service restaurant must have permanent kitchen facilities located within the premises and which full-course meals are regularly prepared for service to patrons of the establishment. Such kitchen facilities must be designed, constructed, equipped and maintained to actually allow preparation of food and sufficient quantities to serve full-course meals simultaneously to a number of patrons equal to at least 50% of the rated patron capacity of the restaurant. No person shall attempt to circumvent the intent of this part by artifice or scheme, such as the serving of stock meals. Stock meals as used herein are defined to include and refer to the serving of cold plates, snacks, previously prepared sandwiches and any other type of meal which is capable of being served to more than one customer.

The dining area shall contain tables and chairs or booths of standard table height. Counters and tables of cocktail-table height shall not be permitted. All tables shall meet or exceed a minimal acceptable standard of 256 square inches of table space per patron. The bar area, if one exists, shall be visibly or physically separated from the remainder of the full-service restaurant and shall include the bar itself, any stools, chairs, or other seating adjacent to the bar and any other seating separated from the remainder of the full-service restaurant. The bar shall be accessible from within the full-service restaurant and shall not have direct customer access to or from the outside.

(b) **Publicly-owned facilities.** The provisions of Section 110.02 shall not apply to the sale of alcoholic beverages for on-premise consumption at an establishment located within a facility owned by a local, state or federal government entity.

(c) **Certain bars/nightclubs and hotels or motels.** The provisions of Section 110.02 shall not apply to the sale of alcoholic beverages for on-premise consumption at an establishment located within a hotel or motel containing 100 or more guest rooms and such establishment within the hotel or motel has no direct entrance or exit on a public street.

(d) **For packaged sale of beer and / or wine.** The provisions of Section 110.02 shall not apply to a vendor who operates an establishment the primary purpose of which is the package sale of beer and/or wine and who permits on-premise consumption

ORDINANCE 06- 107

only for the purpose of beer and/or wine tasting, incidental to the package sale of such beer and/or wine at no charge to the customer.

Section 110.08. Approval as exceptions to distance requirements and zoning official determination.

(a) **Distance variances.** Upon proper petition, variances from the distance regulations of this Code may be granted by the planning and zoning board or zoning administrator of the city, in accordance with the provisions of section 158.297 of this Code.

Section 110.09. Penalties and Fines.

(a) Any person violating any of the provisions of this section shall upon conviction of such offense be punished by fine not to exceed \$500 or by imprisonment not to exceed 60 days in the County Jail, or both in the discretion of the court. Each day of continued violation shall be considered a separate offense.

(b) (1) The city may bring suit to restrain, enjoin or otherwise prevent the violation of any provision of this chapter in any court of appropriate jurisdiction in St. Lucie County.

(2) If the owner, operator, lessee, manager, employer or any other person participating in the maintenance or operation of a commercial establishment at which alcoholic beverages are, or are available to be sold, dispensed, consumed, possessed or offered for sale or consumption on the premises violates any provision of this chapter, the city occupational license issued to such violator for the establishment may be revoked by action of the city council at a public hearing upon due notice.

(3) If at any time the license for the commercial establishment at which alcoholic beverages are, or are available to be sold, dispensed, consumed, possessed or offered for sale or consumption on the premises is revoked pursuant to subsection (b)(2) above, no such license may be issued for the same establishment for at least one year after the date of revocation. Further, such license may be issued only after a public hearing held before the city council.

ORDINANCE 06- 107

Section 2. Effective Date. This Ordinance shall become effective immediately upon approval.

PASSED AND APPROVED by the City Council of the City of Port St. Lucie, Florida, this 25th day of September, 2006.

CITY COUNCIL
CITY OF PORT ST. LUCIE

ATTEST:


Karen A. Phillips, City Clerk

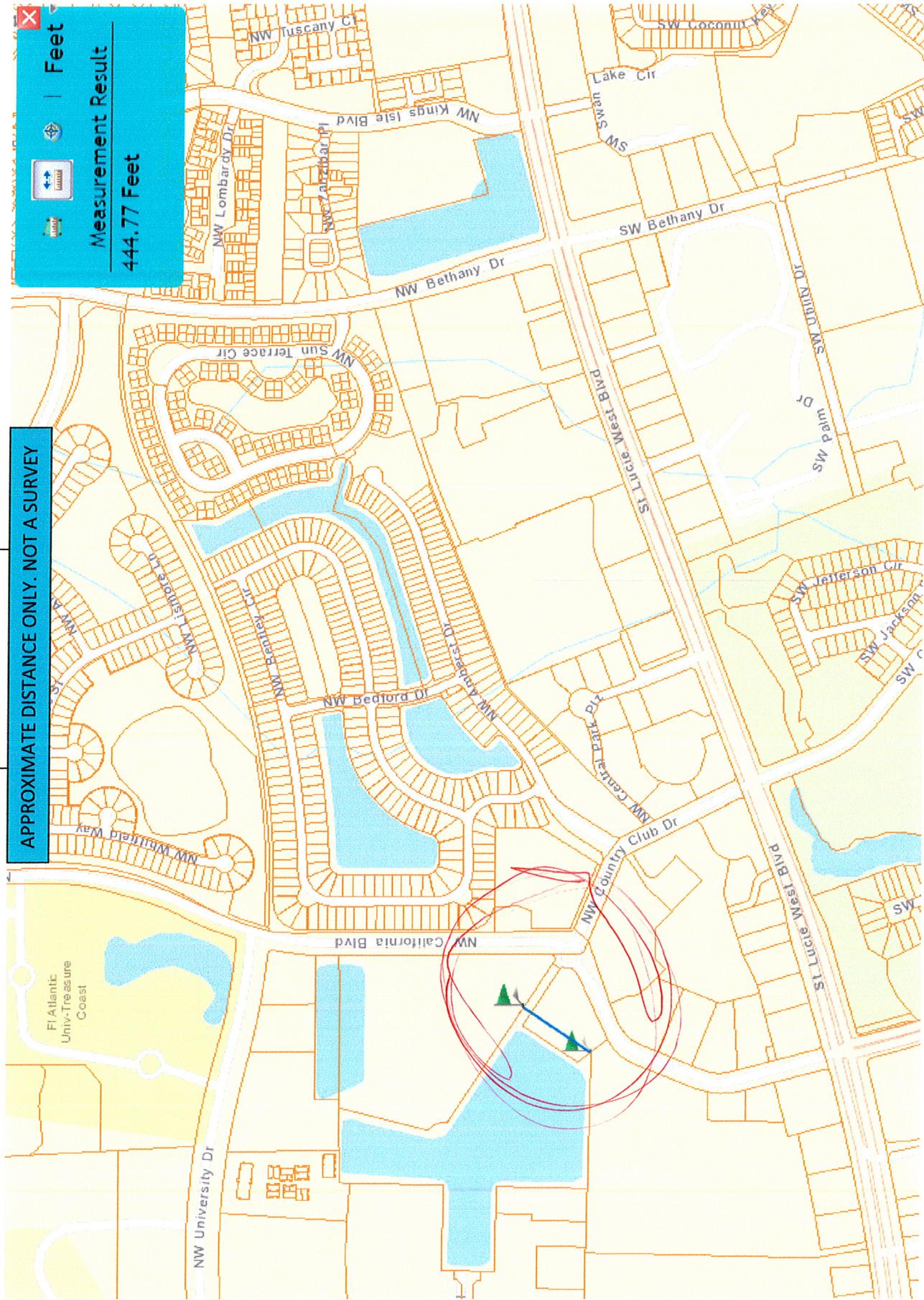
By: 
Robert E. Minsky, Mayor

APPROVED AS TO FORM: 
Roger G. Orr, City Attorney

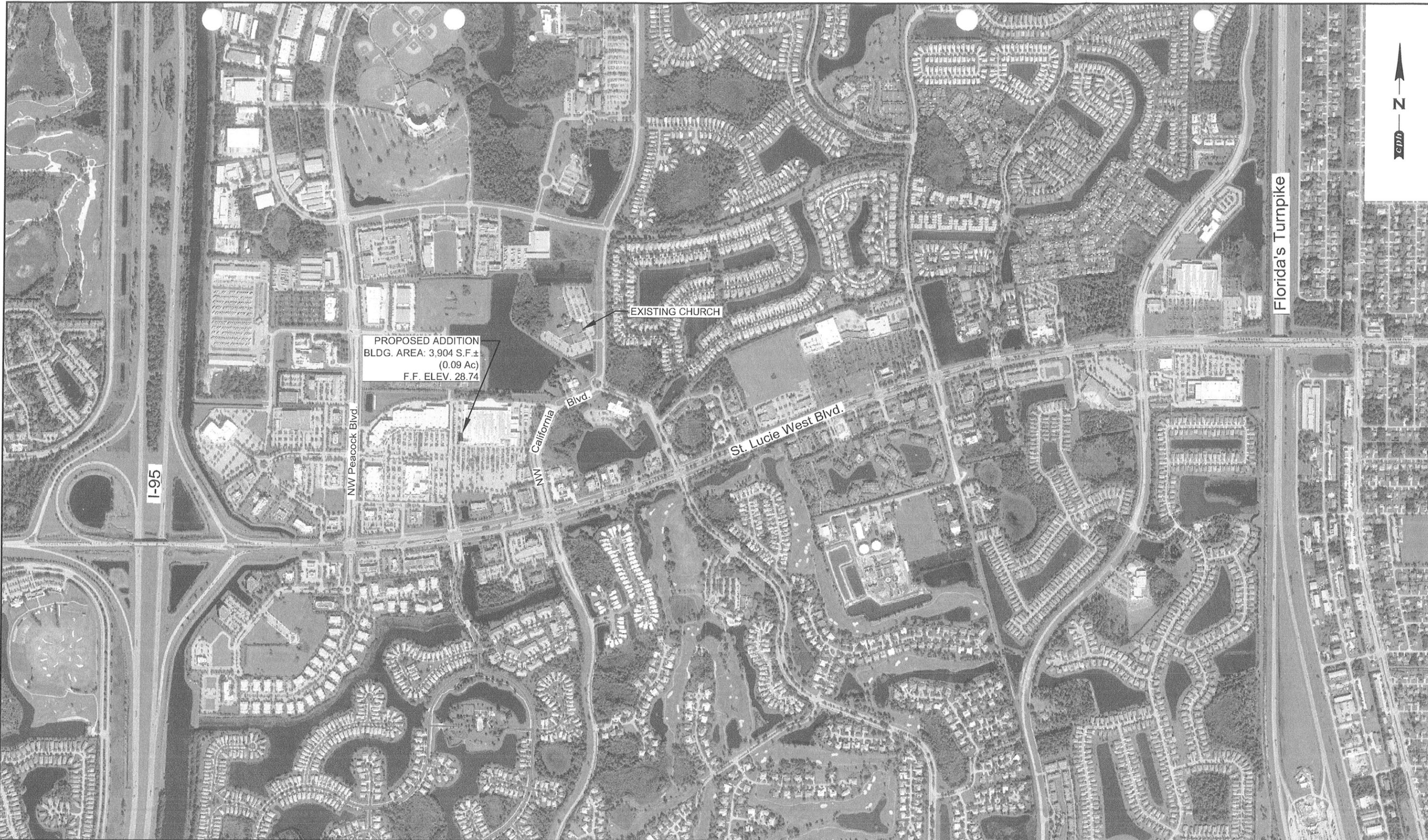


Exhibit B

APPROXIMATE DISTANCE ONLY. NOT A SURVEY



Can you center this more?



Designed by:	-	Date: 1/19/2016
Drawn by:	-	Job No. B15025
Checked by:	-	File: Aerial.dwg
Approved by:	-	
Scale:	1" = 1000'	© 2016



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Plan Prepared By:
CPH, Inc.
 1117 E. Robinson St. ~ Orlando, FL
 32801 Ph: 407.425.0452
 Licenses:
 Eng. C.O.A. No. 3215
 Survey L.B. No. 7143
 Arch. Lic. No. AA2600926
 Lndscp. Lic. No. LC0000298

LOCATION MAP



LIQUOR BOX EXPANSION
 STORE NO. 3527, PORT SAINT LUCIE, SAINT LUCIE COUNTY, FLORIDA

Exhibit No.
1



PROPOSED ADDITION
 BLDG. AREA: 3,904 S.F.±
 (0.09 Ac)
 F.F. ELEV. 28.74

EXISTING CHURCH

±1530 LF

NW California Blvd

Designed by:	-	Date: 1/19/2016
Drawn by:	-	Job No. B15025
Checked by:	-	File: Aerial.dwg
Approved by:	-	
Scale:	1" = 200'	© 2016



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 Survey L.B. No. 7143
 Arch. Lic. No. AA2600926
 Lndscp. Lic. No. LC0000298

SITE DISTANCE MAP

Walmart

LIQUOR BOX EXPANSION
 STORE NO. 3527, PORT SAINT LUCIE, SAINT LUCIE COUNTY, FLORIDA

Exhibit No.
2



City of Port St. Lucie
Planning and Zoning Department
A City for All Ages

TO: PLANNING AND ZONING BOARD - MEETING OF APRIL 5, 2016

FROM: DANIEL ROBINSON, PLANNING TECHNICIAN 

RE: SANG, JASMINE
VARIANCE APPLICATION
P16-038

DATE: MARCH 22, 2016

APPLICANT/OWNER: Jasmine Sang

LOCATION: 2450 SW Cameo Boulevard; generally located on Cameo Boulevard south of Port St. Lucie Boulevard where the north end of Edison Circle intersects with Cameo Boulevard.

LEGAL DESCRIPTION: Port St. Lucie Section 05, Block 1644, Lot 24

SIZE: .23 acres

EXISTING ZONING: Single-Family Residential (RS-2)

EXISTING USE: Residential home.

REQUESTED VARIANCE: The request is to grant a variance of one and a half (1.5) feet to allow a rear setback of twenty-three and a half (23.5) feet for an existing addition to the existing home.

SURROUNDING USES: Residential homes

IMPACTS AND FINDINGS

Compatibility with variance criteria:

- 1) That special conditions and circumstances exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district.

Applicant: Initial survey was approved for 25 ft. and the second survey shows 23.5 ft., which is 1.5 ft. variance.

Staff Response: The property owner submitted a building permit on March 02, 2006 with a survey indicating the proposed addition to the rear of the existing structure. This survey's measurements did not add up correctly but the mistake went unnoticed and the proper permits were issued by the building department for the work. On May 18, 2006 a form-board survey was submitted to the building department. This survey showed the encroachment into the setback area. On June 20, 2006 permit number 06-07083, despite the issue of encroachment, was approved and issued by the Building Department. The work was never completed and the permits were left to expire. On October 19, 2015, a Notice of Violation letter was sent to the applicant. On January 13, 2016, the violation as heard at a Special Magistrate hearing. The judgment was for a daily fine of \$50 not to exceed \$10,000 plus administrative cost of \$595. On March 2, 2016, Mrs. Sang submitted a variance application to the Planning and Zoning Department.

- 2) That the special conditions and circumstances do not result from any action of the applicant.

Applicant: No, variance result from surveyor incorrect calculation.

Staff Response: The applicant in 2006 submitted all required documents to the building department and was issued the proper permits for the work done. The mistake on the survey submitted was not found until the form-board survey was done, but the problem was not addressed and the work was allowed to proceed by the building department.

- 3) That granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings, or structures, in the same zoning district.

Applicant: Building is already in place. Beams up, and concrete is already poured.

Staff Response: Granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings, or structures, in the same zoning district.

Other Related Variances: P15-145 Terry Doying, P16-006 Kimberly Gates

- 4) That literal interpretation of the provisions of the chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the chapter and would work unnecessary and undue hardship on the applicant.

Applicant: The construction will cost more to remove and rebuild to correct location.

Staff Response: The hardship was created from permits issued improperly. Applicant secured all necessary permits prior to building.

- 5) That the variance granted is the minimum variance that will make possible the reasonable use of the land, building, or structure.

Applicant: Minimum variance need 1.5ft. or 18in.

Staff Response: If the variance is granted, it will be only for existing conditions and no future expansion will be allowed in the new setback/easement area.

- 6) That the granting of the variance will be in harmony with the general intent and purpose of the chapter and that the variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

Applicant: Variance will be in harmony 23.5ft., and will not be injurious to the area or other public welfare.

Staff Response: The granting of the variance will be in harmony with the general intent and purpose of the chapter and that the variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

- 7) That there will be full compliance with any additional conditions and safeguards which the Planning and Zoning Board or Zoning Administrator may prescribe, including but not limited to reasonable time limits within which the action for which variance is required shall be begun or completed, or both.

Applicant: I will comply with any reasonable conditions set forth.

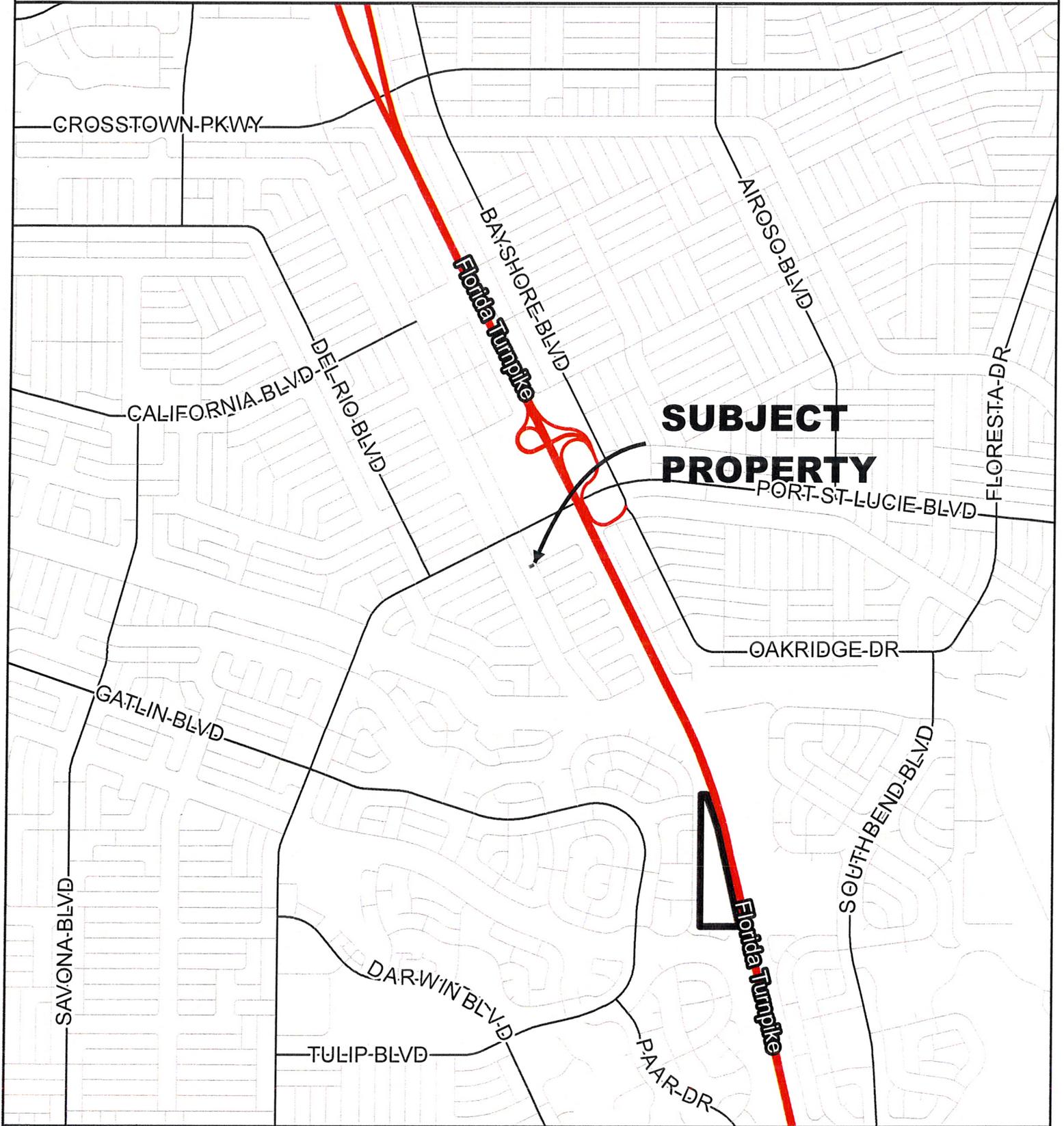
Staff Response: The applicant has acknowledged this.

STAFF RECOMMENDATION:

The Planning and Zoning Department staff finds the request to be consistent with variance criteria as stipulated in Section 158.295(C) of the Zoning Code and recommends approval of the variance of one and a half (1.5) feet to allow a rear setback of twenty-three and a half (23.5) feet for an existing addition to the existing home as depicted on the survey from Abacus Land Surveyors, Inc. dated May 12, 2006. No additional encroachments shall be permitted by the granting of this variance.

(NOTE TO APPLICANT: Any request for a variance that is denied by the Planning and Zoning Board may be appealed to the Board of Zoning Appeals. Appeal applications are made through the City Clerk's office and must be submitted within 15 days after the Planning and Zoning Board hearing).

GENERAL LOCATION



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

VARIANCE
JASMINE SANG
SECTION 5, BLOCK 1644, LOT 24

DATE:	3/3/2016
APPLICATION NUMBER:	P16-038
USER:	patricias
SCALE:	1 in = 0.5 miles

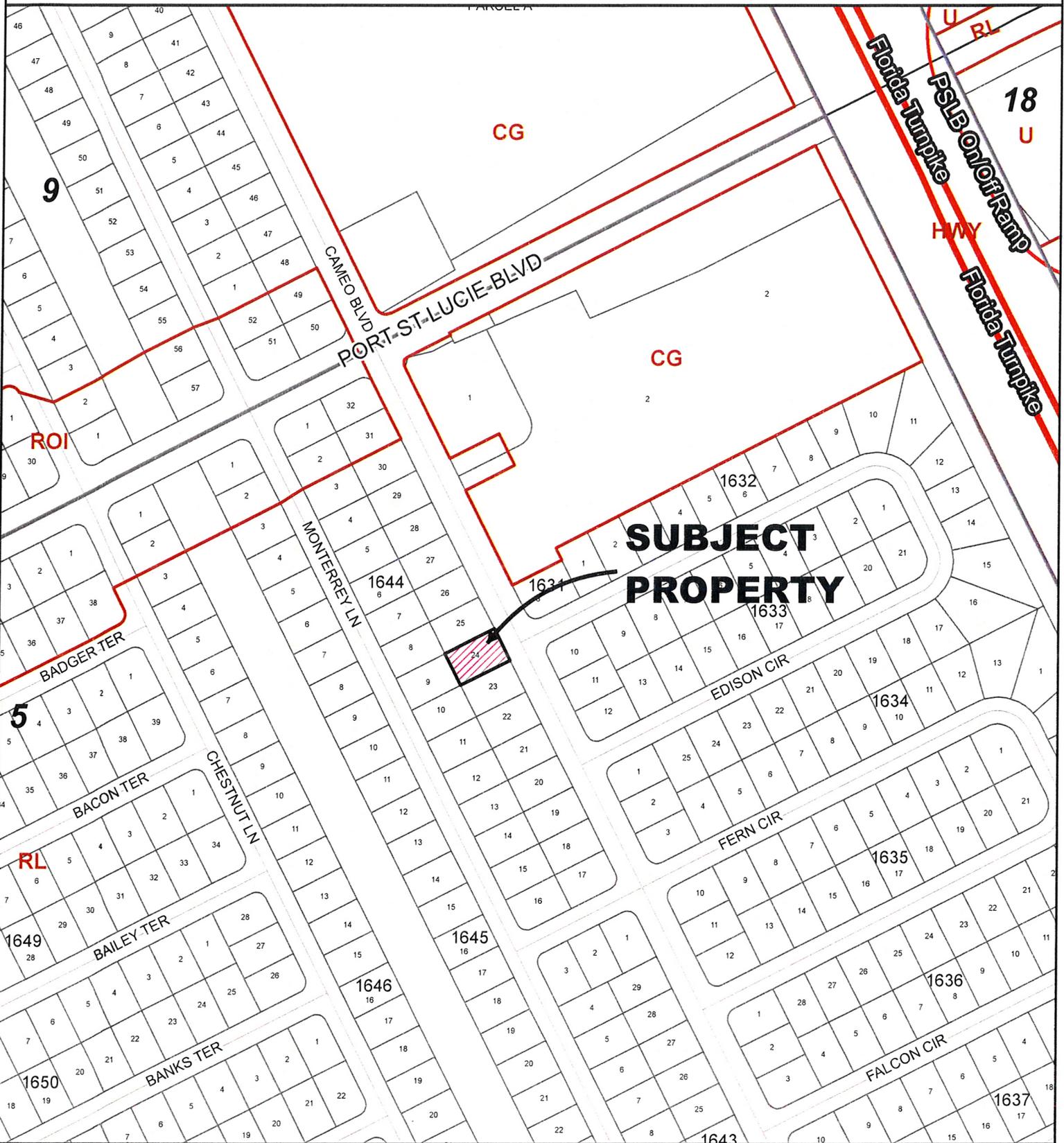
AERIAL



**SUBJECT
PROPERTY**

	CITY OF PORT ST. LUCIE PLANNING & ZONING DEPT.	VARIANCE JASMINE SANG SECTION 5, BLOCK 1644, LOT 24 AERIAL DATE 2014	DATE: 3/3/2016
			APPLICATION NUMBER: P16-038
			USER: patricias
			SCALE: 1 in = 100 ft

FUTURE LAND USE

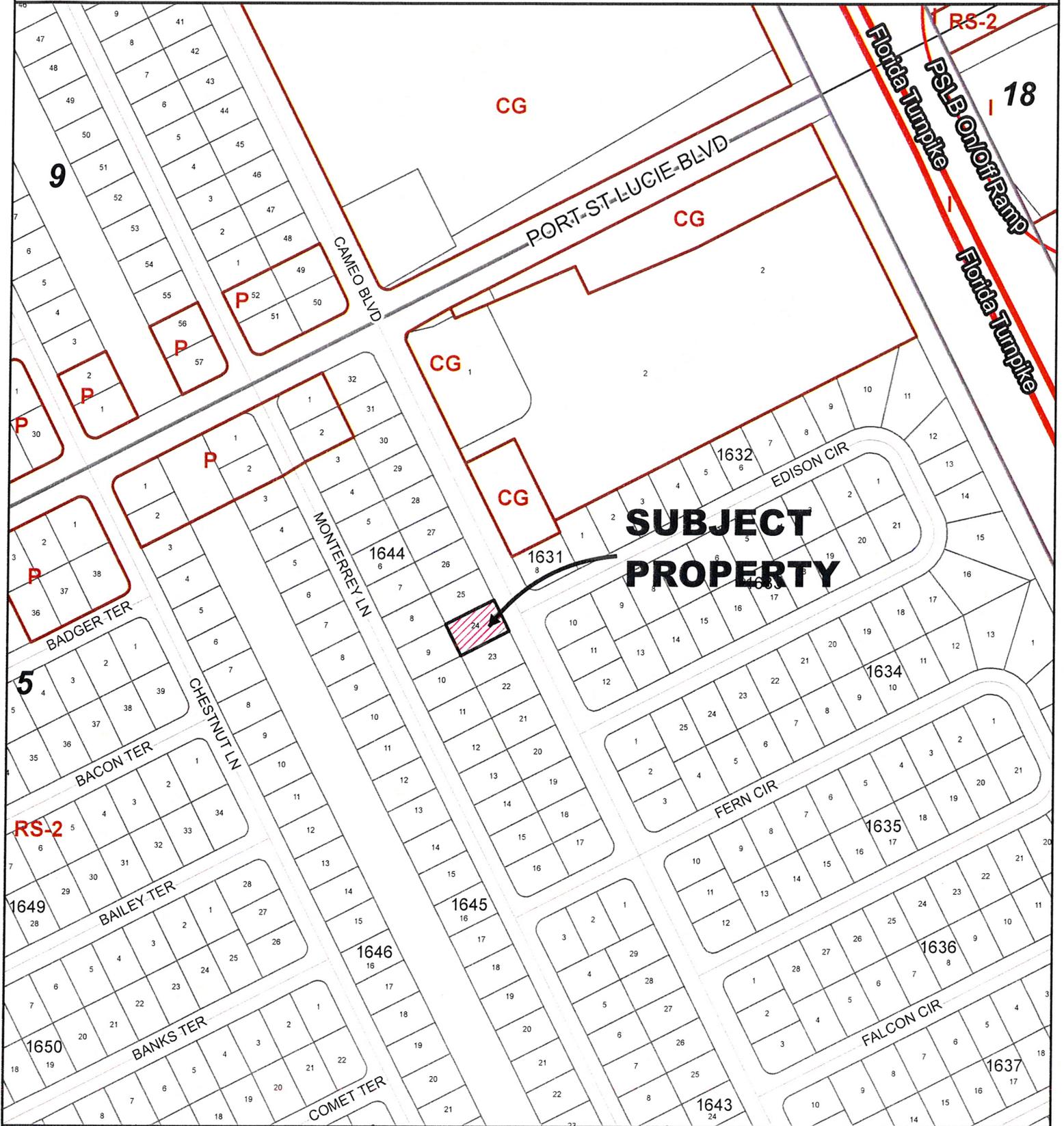


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

VARIANCE
JASMINE SANG
SECTION 5, BLOCK 1644, LOT 24

DATE:	3/3/2016
APPLICATION NUMBER:	P16-038
USER:	patricias
SCALE:	1 in = 300 ft

EXISTING ZONING



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

VARIANCE
JASMINE SANG
SECTION 5, BLOCK 1644, LOT 24

DATE: 3/3/2016

APPLICATION NUMBER:
P16-038

USER:
patricias

SCALE: 1 in = 300 ft

ADMINISTRATIVE VARIANCE APPLICATION

FOR OFFICE USE ONLY

CITY OF PORT ST. LUCIE
Planning & Zoning Department
121 SW Port St. Lucie Blvd.
Port St. Lucie, Florida 34984
(772)871-5212 FAX: (772)871-5124

Planning Dept P16-038
Fee (Nonrefundable) \$ 500.00
Receipt # 86202

Refer to "Fee Schedule" for application fee. Make check payable to the "City of Port St. Lucie". Fee is nonrefundable. Attach two copies of proof of ownership (e.g., warranty deed, affidavit), and a copy of recent survey.

PRIMARY CONTACT EMAIL ADDRESS:

PROPERTY OWNER:

Name: Jasmine Sang
Address: 2450 S.W. Cameo Blvd, PSL FL 34953
Telephone No. 561-215-3796 Fax No. N/A

APPLICANT (IF OTHER THAN OWNER, ATTACH AUTHORIZATION TO ACT AS AGENT):

Name: _____
Address: _____
Telephone No. _____ Fax No. _____

SUBJECT PROPERTY:

Legal Description: Lot 24, Block 1644, Section 5
Parcel I.D. Number: 3420-520-0333-000-9
Address: 2450 S.W. Cameo Blvd, PSL FL 34953.
Current zoning classification _____

Description of requested variance and applicable conditions/circumstances justifying request (continue on separate sheet, if necessary): Provide documentation that the attached variance criteria have been met.

Building set backs rear of House is encroaching zoning ordinance, 158.073 Min 25 foot rear set back, will need A variance from zoning

[Signature] Signature of Applicant
Jasmine Sang Hand Print Name
3/2/2016 Date

NOTE: Signature on this application acknowledges that a certificate of concurrency for adequate public facilities as needed to service this project has not yet been determined. Adequacy of public facility services is not guaranteed at this stage in the development review process. Adequacy for public facilities is determined through certification of concurrency and the issuance of final local development orders as may be necessary for this project to be determined based on the application material submitted.

VARIANCES

The Planning and Zoning Board and Zoning Administrator may authorize the variance from the provisions of this chapter as will not be contrary to the public interest when, owing to special conditions, a literal enforcement of the provisions will result in unnecessary and undue hardship. In order to authorize any variance from the terms of this chapter, the Planning and Zoning Board or Zoning Administrator will consider the variance criteria in § 158.295 (C) 1-7 and consider your responses to the following when making a determination.

(1) Please explain special conditions and circumstances that exist which are peculiar to the land, structure, or building involved and which are not applicable to other lands, structures, or buildings in the same zoning district;

Initial Survey was approved for 25 ft. Second Survey shows 23.5 ft, which is 1.5 ft variance.

(2) Please explain if these conditions and circumstances result from actions by the applicant;

No, variance result from Surveyor Incorrect calculation.

(3) Please explain how granting the variance requested will not confer on the applicant special privilege that is denied by this chapter to other lands, buildings, or structures, in the same zoning district;

Building is already in place. Beams up. Concrete is already poured.

(4) Please explain how a literal interpretation of the provisions of the chapter would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district under the terms of the chapter and would work unnecessary and undue hardship on the applicant;

The construction will cost more to removed and rebuild to correct location.

(5) Please illustrate and explain if the variance requested is the minimum variance that will make possible the reasonable use of the land, building, or structure;

Minimum variance need 1.5 ft or 18 in.

(6) Please indicate how granting variance will be in harmony with the general intent and purpose of the chapter and that granting the variance will not be injurious to the area involved or otherwise detrimental to the public welfare;

Variance will be in harmony 23.5 ft, and will not be injurious to the Area or other public welfare

(7) Please indicate that there will be full compliance with any additional conditions and safeguards which the Planning and Zoning Board or Zoning Administrator may prescribe, including but not limited to reasonable time limits within which the action for which variance is required shall be begun or completed, or both.

will comply with any reasonable conditions set forth.



Signature of Applicant

Jasmine Sans

Hand Print Name

3/2/2016

Date

Universal Land Title, Inc.

WARRANTY DEED
(FROM CORPORATION)

This Instrument Prepared by:
NANCY PERELLA
1908 SE Port St. Lucie Blvd.
Port St. Lucie, Florida 34952
(772) 335-1774 Fax (772) 335-1859
for the purposes of title insurance.
Property Appraisers Parcel I.D. (Folio) Number(s):
3420-520-0332-000-2
Grantee(s) S.S.#(s):

SPACE ABOVE THIS LINE FOR PROCESSING DATA

SPACE ABOVE THIS LINE FOR RECORDING DATA

This Warranty Deed Made and executed the 18 day of August A.D. 2004 by DANVILLE CONSTRUCTION & a Florida corporation

a corporation existing under the laws of FLORIDA and having its principal place of business at 10213 LENNARD RD. PORT ST. LUCIE, FL 34952 hereinafter called the grantor, to GARVEY HOILETTE, a married man

whose postoffice address is 4671 NW 88TH ST. SUNRISE, FL 33351 hereinafter called the grantee:

(Wherever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

WITNESSETH: That the Grantor, for an in consideration of the sum of \$ 10.00 and other valuable considerations, receipt whereof is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the grantee, all that certain land situated in St. Lucie County, Florida, viz:

Lot 24, Block 1644, PORT ST. LUCIE, SECTION FIVE, according to the Plat thereof, as recorded in Plat Book 12, Pages 15A through 15E, public records of St. Lucie County, Florida.

JOANNE HOLMAN, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
File Number: 2466998 OR BOOK 2052 PAGE 2043
Recorded: 08/26/04 10:37

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that it is lawfully seized of said land in fee simple, that it has good right and lawful authority to sell and convey said land; that it hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 2003, restrictions, reservations, covenants and easements of record, if any.

In Witness Whereof, the grantor has caused these presents to be executed in its name, and its corporate seal to be hereunto affixed, by its proper officers thereunto duly authorized, the day and year first above written.

(Corporate Seal)

ATTEST:

Secretary

Signed, sealed and delivered in our presence

Janet Lee Barber
Witness Signature

JANET LEE BARBER
Printed Name

Barbara James
Witness Signature

BARBARA JAMES
Printed Name

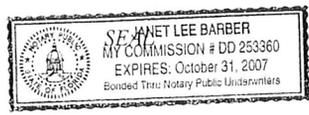
STATE OF FLORIDA
COUNTY OF ST. LUCIE
The foregoing instrument was acknowledged before me this

18 day of August, 2004
of DANVILLE CONSTRUCTION & a

by ARMAND V. RUOCCO Florida corporation
a FLORIDA Corporation, on behalf of the corporation. He/she is personally known to me or who has produced FI ID as identification and did NOT take an oath.

DANVILLE CONSTRUCTION & a Florida corporation

BY: Armand Ruocco
ARMAND V. RUOCCO
PRESIDENT
Printed Name and Title



Janet Lee Barber
Notary Signature
JANET LEE BARBER
Printed Notary Signature
Title or Rank:
Serial Number:
My Commission Expires:

* Doc Assump: \$ 0.00
* Doc Tax: \$ 1,078.00
* Int Tax: \$ 0.00

ATTN: JRM TO: 1/22/04
UNIVERSAL LAND TITLE, INC.
COUNTHOUSE BOX 8

Complaint Case# 20678

Location Desc	CP		
Address	2450 SW CAMEO BLVD		
Lot/Blk/Sect	24	/1644	/15
Status	DORMANT		
Category	DEPARTMENT ISSUED	Parcel Id#	342052003330009
Premises	RESIDENCE	Priority	
Complainant	CODE-VANESSA	Problem Type	PERMIT INVESTIGATIONS
Contractor	HOB (HOMEOWNER/BUILDER)	Permit#	
Owner		Phone#	
Home Phone#		Address	
Investigator	COLANDO, JOHN	Work Phone#	
Date Created	9/25/2015 8:14:00 AM	Department	BUILDING
Date Recheck	11/19/2015	Date Assigned	11/18/2015
Description	VIOLATION=ROOM ADDITION EXPIRED PERMIT		
Notes	HOB ROOM ADDITION PERMIT #0607083 EXPIRED. HAD CASE #11350 IN 2009 THAT WAS IN DORMANT (PICS ATTACHED ARE FROM VANESSA)		

Visit Information	Comments
NOTO, DONNA 3/2/2016 4:45 PM	PATTI TOBIN P & Z CALLED. THEY ARE WORKING WITH THE OWNER ON THE VARIANCE SINCE THE RT IS ENCRROACHING IN THE SETBACK. THE ORIGINAL PERMIT 0607083 SHOWED THE AS BUILT APPROVED AT 23.5 FROM BACK PROPERTY LINE. JACK OK'D THE PERMIT TO BE ISSUED PENDING THE VARIANCE SO WE CAN HAVE A COMPLIANCE DATE. I INFORMED CHUCK AT JACKS REQUEST.
LOPERENA, ZORAYA 1/14/2016 9:15 AM	1/13/16 SM HEARING. RESPONDENT JASMINE A SANG PRESENT. COMP DATE 2/15/16. DAILY FINES \$50. NOT TO EXCEED \$10,000. ADM COSTS \$595 WHICH ARE TIED INTO COMPLIANCE DATE.
INFORMATION RECORD	
COLANDO, JOHN 1/13/2016 11:30 AM	ADMIN FEES TIED INTO COMPLIANCE DATE OF 2-15-16

LOPERENA, ZORAYA RECEIVED GREEN CARD SIGNED.

1/7/2016 9:01 AM
INFORMATION RECORD

LOPERENA, ZORAYA SCHEDULED FOR 1/13/16 SM HEARING

11/19/2015 4:47 PM
INFORMATION RECORD

COLANDO, JOHN PROOF READ AND SENT TO RUSTY

11/18/2015 9:15 AM

MONE, SERAYA PRINTED CP AND SENT TO INVESTIGATOR JC.

11/18/2015 8:16 AM

COLANDO, JOHN NO PERMIT PULLED, NO CONTACT. SENT TO ADMIN FOR CP

11/16/2015 9:50 AM

MONE, SERAYA MAILED NOV LETTER, COMPLIANCE DUE 11/11/2015

10/19/2015 12:28 PM

COLANDO, JOHN PROOF READ AND SENT BACK TO ADMIN

10/6/2015 10:45 AM

MONE, SERAYA PRINTED NOV LETTER AND SENT TO INVESTIGATOR JC.

10/5/2015 10:54 AM

COLANDO, JOHN

EXPIRED PERMIT ON ROOM ADDITION. REQUESTED NOV TO HOMEOWNER.

9/28/2015

4:45 PM

LOT 9

SET

S 26° 55' 36" E

80.00'

FD
5/8" IR

10' D.U.E.

6' D.U.E.

LOT 24
BLK 1644

25.0'

6' D.U.E.

CHAD
LINK
FRAME

125.00'

125.00'

N 63° 04' 24" E

25.7' 4.25' 12.7'

1 STORY CBS. RES.
2450

27.5'

2.8'

30.84'

CONV. ENT

MINI
SEWER

18.25'

46.25'

19.32'

18.0'

CONC
DRIVE

23.2'

SET

S 26° 55' 36" E

80.00'

FD
5/8" LRC LG49

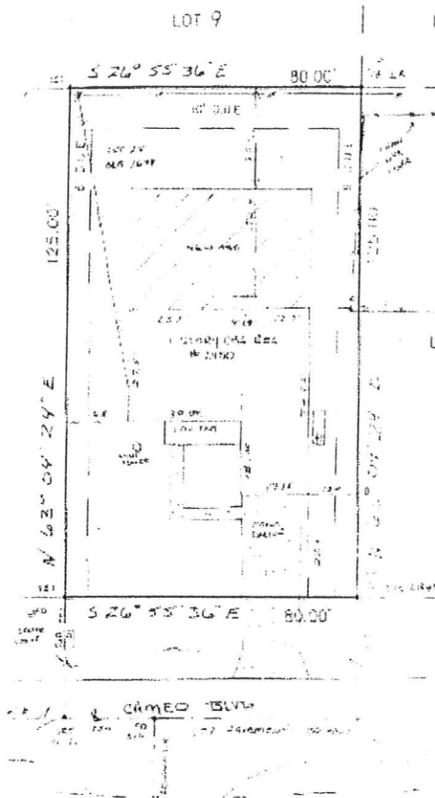
SEWER
VALVE



5.0'

6" R

CAMEO BLVD.



SITE PLAN

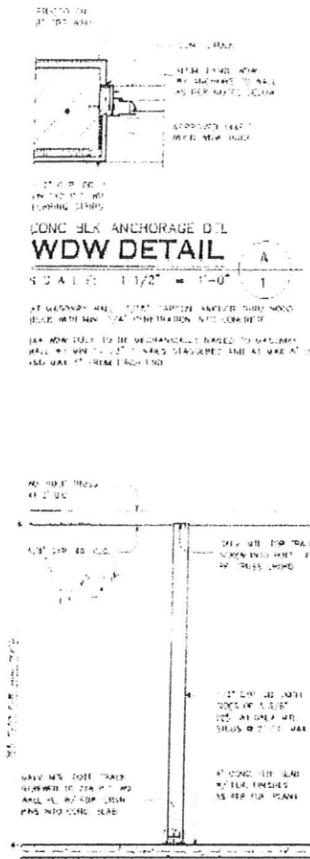
SCALE: 1" = 30'-0"

LEGAL DESCRIPTION: PROPERTY ADDRESS

LOT 34 BLOCK 1644 4490 TOWN BLVD
 PART OF LUCE TRACT 5 CITY OF FORT ST. LOUCE
 ST. LOUCE COUNTY, FLORIDA ST. LOUCE COUNTY, FLORIDA

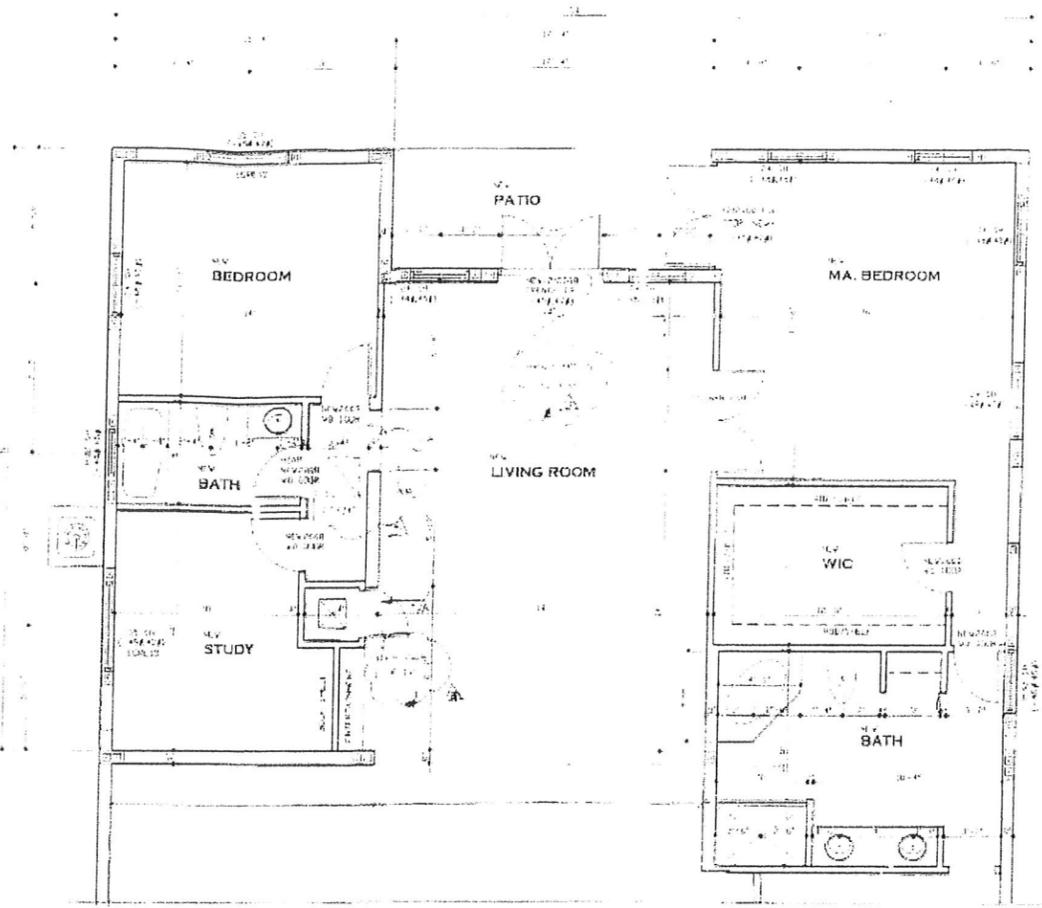
GENERAL CONSTRUCTION NOTES:

1. ALL WORK BY ALL TRADES TO BE COMPLETED IN ACCORDANCE WITH ALL APPLICABLE LOCAL & GOVERNMENT CODES, ORDINANCES, SPECIFICATIONS, REGULATIONS AND PERMITS.
2. ALL TRADES TO COMPLY WITH ALL CITY ORDINANCES AND PERMITS AND TO COOPERATE WITH THE PROJECTS OF THE CONTRACTOR.
3. CONTRACTOR TO VERIFY ALL DIMENSIONS ON THE JOB PRIOR TO COMMENCING CONSTRUCTION AND NOTIFY ARCHITECT OF ALL DISCREPANCIES IMMEDIATELY. ALWAYS TAKE PRECEDENCE OVER SCALED DRAWINGS.
4. ALL DIMENSIONS ARE UNLESS OTHERWISE NOTED TO FACE UNLESS OTHERWISE NOTED TO BE FINISHED WITH FINISH SURFACE.
5. IT IS THE INTENT OF THESE PLANS TO SHOW FINISH SURFACE OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR ALL DIMENSIONS FOR COMPLETELY OPERATIVE SYSTEMS OF FIRST CLASS AND HIGHER RATED. UNLESS OTHERWISE NOTED TO BE FINISHED WITH FINISH SURFACE.
6. ALL DIMENSIONS ARE UNLESS OTHERWISE NOTED TO FACE UNLESS OTHERWISE NOTED TO BE FINISHED WITH FINISH SURFACE.
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20. ALL DIMENSIONS ARE UNLESS OTHERWISE NOTED TO FACE UNLESS OTHERWISE NOTED TO BE FINISHED WITH FINISH SURFACE.
21. ALL DIMENSIONS ARE UNLESS OTHERWISE NOTED TO FACE UNLESS OTHERWISE NOTED TO BE FINISHED WITH FINISH SURFACE.
22. ALL DIMENSIONS ARE UNLESS OTHERWISE NOTED TO FACE UNLESS OTHERWISE NOTED TO BE FINISHED WITH FINISH SURFACE.



[NON-BEARING] TYP. INTERIOR WALL

SCALE: 1/2" = 1'-0"



ARCHITECTURAL FLOOR PLAN

SCALE: 1/4" = 1'-0"

WINDOW SCHEDULE							
WINDOW TYPE	CODE	WINDOW WIDTH	WINDOW HEIGHT	ROUGH OPENING WIDTH	ROUGH OPENING HEIGHT	ROUGH OPENING DESIGN PRESSURE	REMARKS
DOUBLE HUNG	WH-10	36"	48"	36"	48"	15 psf	MINOR CORNER
DOUBLE HUNG	WH-11	36"	48"	36"	48"	15 psf	MINOR CORNER
DOUBLE HUNG	WH-12	36"	48"	36"	48"	15 psf	MINOR CORNER
DOUBLE HUNG	WH-13	36"	48"	36"	48"	15 psf	MINOR CORNER

DOOR SCHEDULE							
DOOR TYPE	LOCATION	DOOR WIDTH	DOOR HEIGHT	ROUGH OPENING WIDTH	ROUGH OPENING HEIGHT	DESIGN PRESSURE	REMARKS
GLAZED FRENCH DR	BACK ENTRANCE	36"	80"	36"	80"	15 psf	MINOR CORNER
GLAZED FRENCH DR	FR. ENTRANCE	36"	80"	36"	80"	15 psf	MINOR CORNER
GLAZED FRENCH DR	FR. ENTRANCE	36"	80"	36"	80"	15 psf	MINOR CORNER
GLAZED FRENCH DR	FR. ENTRANCE	36"	80"	36"	80"	15 psf	MINOR CORNER

FILE COF

REINF MASONRY STANDARD:

THE REQUIREMENT OF ALL REINFORCED CONCRETE SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF THE ACI 318-11 BUILDING CODE AND THE COMMENTS ON THE SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT AGENCIES. ALL REINFORCED CONCRETE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PROVISIONS OF THE ACI 318-11 BUILDING CODE AND THE COMMENTS ON THE SAME.

STORM SHUTTERS NOTE:

ALL WINDOWS AND DOORS TO BE PROTECTED BY STORM SHUTTERS OR OTHER APPROVED MEANS TO PROTECT AGAINST WIND-BORNE DEBRIS AND PRESSURE LOADS.

SOIL STATEMENT

THE SOILS UNDER THE PROPOSED CONSTRUCTION ARE CLASSIFIED AS SANDY SILT. THE SOILS ARE FOUND TO BE SUITABLE FOR THE PROPOSED CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT AGENCIES.

BEAM SCHEDULE

- BM-1 12" x 12" CONCRETE BEAM WITH 4# BARS @ 12" O.C.
- BM-2 12" x 12" CONCRETE BEAM WITH 4# BARS @ 12" O.C.

SPECIAL NOTES

- ALL DIMENSIONS ARE UNLESS OTHERWISE NOTED TO FACE UNLESS OTHERWISE NOTED TO BE FINISHED WITH FINISH SURFACE.
- ALL DIMENSIONS ARE UNLESS OTHERWISE NOTED TO FACE UNLESS OTHERWISE NOTED TO BE FINISHED WITH FINISH SURFACE.

AREA CALCS:

EXISTING HOUSE	1826 S.F.
ADDITION	1396 S.F.
NEW PATIO	104 S.F.
TOTAL:	3326 S.F.

REVIEW PERMIT
 06 070
 CP&SL BLDG PLAN REVIEW

TERMITE PROTECTION:

TERMITE PROTECTION SHALL BE INSTALLED AS REQUIRED BY THE LOCAL GOVERNMENT AGENCIES.

WIND DESIGN INFORMATION:

WIND DESIGN STANDARD	ASCE 7-10
WIND SPEED CATEGORY	II
WIND EXPOSURE CATEGORY	B
WIND PRESSURE COEFFICIENT	0.85
WIND FORCE EFFECT	WIND FORCE EFFECT
WIND FORCE EFFECT	WIND FORCE EFFECT
WIND FORCE EFFECT	WIND FORCE EFFECT



**City of Port St. Lucie
Planning and Zoning Department
A City for All Ages**

TO: PLANNING & ZONING BOARD - MEETING OF APRIL 5, 2016

FROM: JOHN FINIZIO, PLANNER *JF*

RE: COMPREHENSIVE PLAN AMENDMENT APPLICATION – LARGE SCALE
PROJECT NO. P15-032
GATLIN GROUP HOLDINGS

DATE: MARCH 17, 2016

PROPOSED PROJECT: This is a large scale comprehensive plan amendment application to change the future land use of 18.59 acres from Service Commercial (CS) to Residential, Office Institutional (ROI). This request is to permit residential development within the Gatlin Commons PUD (Planned Unit Development), which is currently prohibited under the current future land use of CS.

APPLICANT: Landscape Design Associates, LLC. The authorization letter is attached to the staff report.

OWNER: Gatlin Group Holdings II, LLC.

LOCATION: Southwest corner of Aledo Lane and Rosser Boulevard.

LEGAL DESCRIPTION: Gatlin Commons, Parcels 4, 13, 14, 15, and a portion of Water Management Tract (WMT) 1. Please reference staff report for the complete legal description.

SIZE: Approximately 18.59 acres.

EXISTING ZONING: PUD (Gatlin Commons Planned Unit Development).

EXISTING USE: Though there are existing retail space and financial institutions located with the Gatlin Commons PUD, these 18 plus acres are currently vacant.

SURROUNDING USES: North = PUD (Gatlin Commons Planned Unit Development) Zoning, currently with an existing big box retail store (Sam's Club). South = PUD (Gatlin Commons Planned Unit Development) zoning, currently an existing water management

tract. East = RS-2 (Single Family Residential) Zoning, with existing single family residences. West = PUD (Gatlin Commons Planned Unit Development); this area has been platted for townhomes, much of it is currently vacant.

EXISTING LAND USE DESIGNATION: CS (Service Commercial).

REQUESTED LAND USE DESIGNATION: ROI (Residential, Office, Institutional).

IMPACTS AND FINDINGS:

Sewer/Water Service: The City of Port St. Lucie Utilities Service Department will provide water and sewer service to this development. A comparison of the potable water and wastewater demand for the current future land use is as follows:

Water Calculations for existing future land use (CS)				
Land Use	Area (SF/DU)	Rate (gpd)	Projected Water (gpd)	Projected Wastewater (gpd)
Commercial	150,000 sf	125	18,750	15,938
Office	190,000 sf	120	22,800	19,380
Hospital	100 Beds	200	20,000	17,000
Total			61,550	52,318

Potable water and wastewater demand for the proposed land use is as follows:

Water Calculations for proposed future land use (ROI)				
Land Use	Area (SF/DU)	Rate (gpd)	Projected Water (gpd)	Projected Wastewater (gpd)
Office	190,000	120	22,800	19,380
Residential	203*	100	47,299	40,204
Total			70,099	59,584

*The total number of dwelling units shall not exceed the future land use designations as outlined in the City's Comprehensive Plan

With the introduction of a residential component, there will a slight increase in the water demand for this land use amendment. The proposed land use will have a water demand of 70,099 gpd, with a total wastewater generation of 59,584 gpd.

Land Use	Water (gpd)	Wastewater (gpd)
Existing	61,550	52,318
Proposed	70,099	59,584
Difference	8,549	7,266

However, even with the increase in water demand, the thresholds identified in the Gatlin Commons PUD are not changing, they are just being redistributed, and therefore the increase should not have any adverse impact on the overall development. Adequate capacity is available for this project.

Transportation: The approximate number of vehicle trip ends projected to be generated from the existing future land use is 13,501 (ITE, Land Use Code 820 (Shopping Center), Code 710 (General Office Building), and Code 610 (Hospital)). The approximate number of vehicle trip ends projected to be generated from the proposed future land use change is approximately 3,377 (ITE, Land Use Code 710 (General Office Building), and 230 (Residential Condominium/Townhouse)). Trip projections are calculated by using the Institute of Transportation Engineers (ITE) "Trip Generation Manual, 8th Edition." This represents a net decrease of 10,124 vehicle trip ends.

Traffic Analysis for current future land use (CS)				
Land Use Code	Land Use	Intensity	Trip Generation Calculation	Weekday Avg. Trip Ends
820	Shopping Center	150,000 sf	$\text{Ln (T) = 0.65 Ln (X) + 5.83}$	8,839
710	General Office	190,000 sf	$\text{Ln (T) = 0.77 Ln (X) + 3.65}$	2,187
610	Hospital	100 Beds	$\text{T = 7.42 (X) + 1733.31}$	2,475
Total				13,501

Traffic Analysis for proposed future land use (ROI)				
Land Use Code	Land Use	Intensity	Trip Generation Calculation	Weekday Avg. Trip Ends
710	General Office	190,000 sf	$\text{Ln (T) = 0.65 Ln (X) + 5.83}$	2,187
220	Apartment	203 DU*	$\text{Ln (T) = 0.87 Ln (X) + 2.46}$	1,190
Total				3,377

*The total number of dwelling units shall not exceed the future land use designations as outlined in the City's Comprehensive Plan

The traffic analysis included with this comprehensive plan amendment has been reviewed by the City's Public Works Department. Public Works confirmed that the amendment would significantly reduce traffic impacts to the area. The Public Works Department reserves the right to provide additional comments on any and all traffic issues upon receipt of detail plans for development issues.

Parks/Open Space: Parkland will adhere to the City of Port St. Lucie Level of Service standards (5 acres per 1,000 people) as outlined in §160.85.

Schools: The Gatlin Commons PUD was submitted prior to the City adopting its Public Schools Facilities Element. Therefore, the applicant will be required to address any and all school district concerns regarding school concurrency requirements during review of final development plans.

Storm Water: The project will be required to provide paving and drainage plans that are in compliance with adopted level of service standards (document other drainage issues if needed).

Solid Waste: Solid waste impacts are measured and planned based on population projections on an annual basis. There is adequate capacity available to accommodate this project.

Environmental: This property is located within the Gatlin Commons PUD area and all environmental issues associated with this comprehensive plan amendment have been discussed and are outlined in the approved Gatlin Commons PUD (Planned Unit Development) document. As noted in this document, the entire Gatlin Commons site originally contained 31.08 acres of wetland, 2.3 acres of disturbed lands, and 91.21 acres of cleared and semi-cleared pine flatwoods. The on-site wetlands have already been mitigated for, and the upland mitigation has been distributed between all the platted parcels. Distributing the upland mitigation this way passed the mitigation requirements onto the developer of each parcel.

The four parcel encompassed by this comprehensive plan amendment have not yet been developed, so mitigation of these parcels still needs to be addressed. The PUD document identifies that each of these four parcels will be responsible for providing either off-site mitigation or payment into the Trust Fund, at a ratio of approximately one (1) mitigation acre for every seven (7) acres within the developer's parcel as follows:

Parcel 4:	2.30 acres of mitigation
Parcel 13:	0.14 acres of mitigation
Parcel 14:	0.19 acres of mitigation
Parcel 15:	0.19 acres of mitigation

Therefore, these four (4) parcels are required to mitigate for a total of 2.82 acres.

Flood Zone: This parcel is located in Panel Number 12111C0275F, and is located within FEMA's Flood Zone X. Zone X is determined to be located outside the 100 and 500 year floodplains.

Police: The department's response time is approximately 6-10 minutes for emergency calls. This proposed comprehensive plan is not expected to adversely impact that response time.

Fire/EMS: The nearest station is No. 10 which is located at 777 SW Dalton Circle. The St. Lucie County Fire District does not list response times for each individual station because of the necessity of responding with another station. As this proposed Comprehensive Plan Amendment does not result in any change in the previously approved development entitlements identified in the Gatlin Commons PUD document, the Fire District's previous service commitments to this project are not expected to be adversely impacted.

Compatibility Analysis: Changing the land use from CS (Service Commercial) to ROI (Residential, Office, Institutional) is not expected to have any adverse impact to the surrounding area. This property is part of the Gatlin Commons PUD, which is designated as a Regional Activity Center (RAC), and currently permits residential development. The Gatlin Commons PUD was amended in 2006 (P06-Gatlin Commons PUD Amendment), to allow for the increased land use intensity in accordance with the designation as a Regional Activity Center. As outlined in Gatlin Commons PUD, the current thresholds include:

- Residential (up to 1,500 dwelling units),
- Hotel/motel (up to 525 rooms),
- Office (up to 450,000 square feet), and
- Retail (up to 600,000 square feet).

It is important to note, that this comprehensive plan amendment is not making changes to any of existing thresholds, but is only changing the land use on several parcels which will allow for residential development that is currently prohibited by the existing CS (Service Commercial) land use.

Justification/Mitigation: There are several Goals, Policies, and Objectives in the City of Port St. Lucie's Comprehensive Plan which help justify this development. Goal 1.2, Objective 1.2, and Policy 1.1.8.1 of the Comprehensive Plan provide justification for this Comprehensive Plan Amendment. Objective 1.2 permits an appropriate mix of land uses which meet the needs of current and future residents of Port St. Lucie in a way which is environmentally acceptable, and developed concurrently with needed facilities and services. Goal 1.2 permits creating large scale, sustainable new communities with mixed uses. Policy 1.1.8.1 encourages developers to build mixed-use projects which integrate several land uses within the same project.

STAFF RECOMMENDATION:

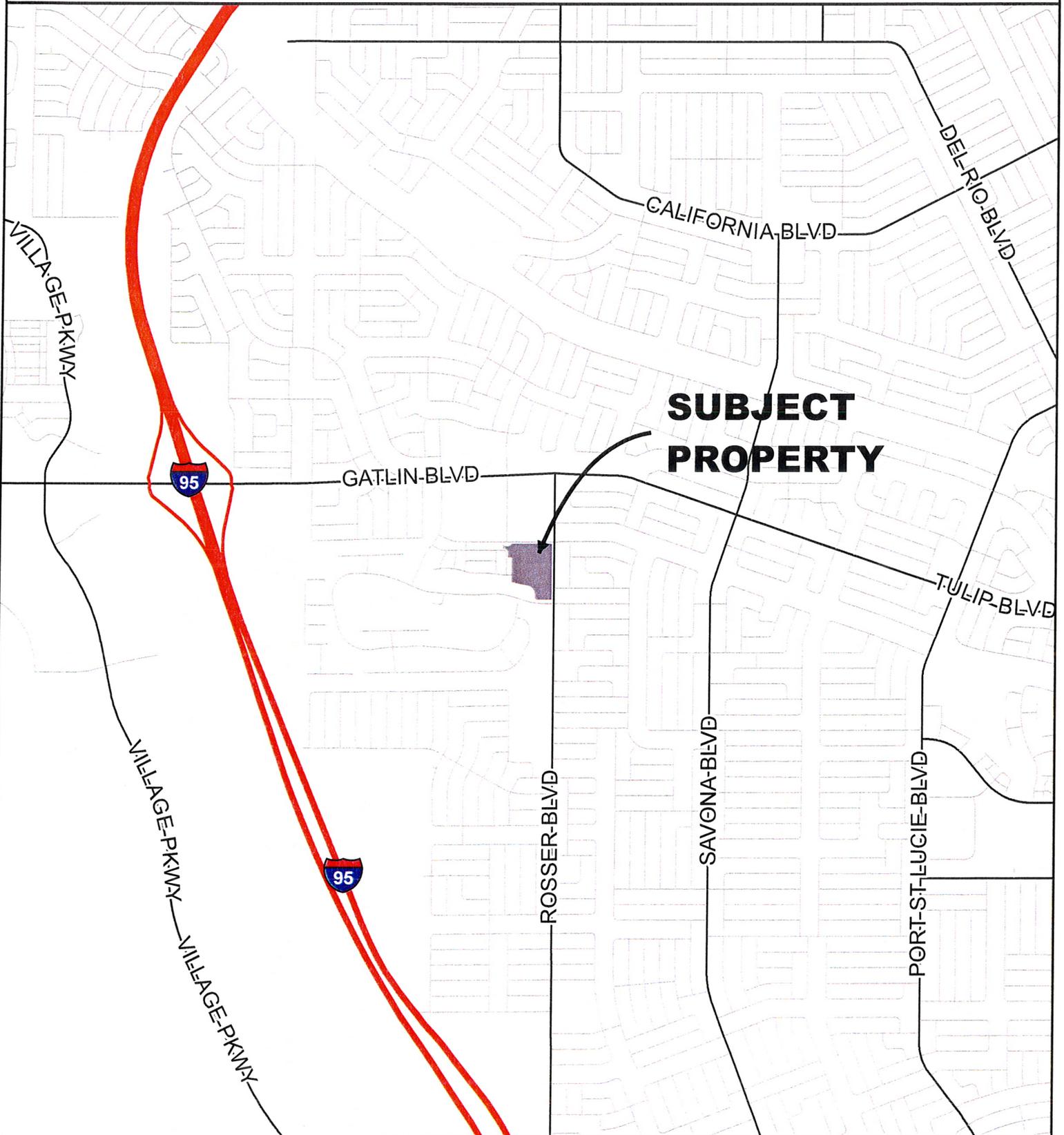
The Planning and Zoning Department staff finds the petition to be consistent with the intent and direction of the City's Comprehensive Plan and recommends approval of the proposed amendment based on the analysis and findings as noted in the staff report.

Planning and Zoning Board Action Options:

- Motion to recommend approval to the City Council
- Motion to recommend approval to the City Council with conditions
- Motion to recommend denial to the City Council

Please note: Should the Board need further clarification or information from either the applicant and/or staff, it may exercise the right to *table* or *continue* the hearing or review to a future meeting.

GENERAL LOCATION



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

COMPREHENSIVE PLAN AMENDMENT
GATLIN COMMONS PUD
PARCELS 4 & 13-15

DATE: 3/24/2016

APPLICATION NUMBER:
P15-032

USER:
patricias

SCALE: 1 in = 0.5 miles

AERIAL



IMPORT DR

ALEDO LN

**SUBJECT
PROPERTY**

UMBRIA ST

VIA ROSSA

VIA LAURA

ROSSER BLVD

MERCEDES AVE

NEWPORT ISLES BLVD

NERVIA AVE



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

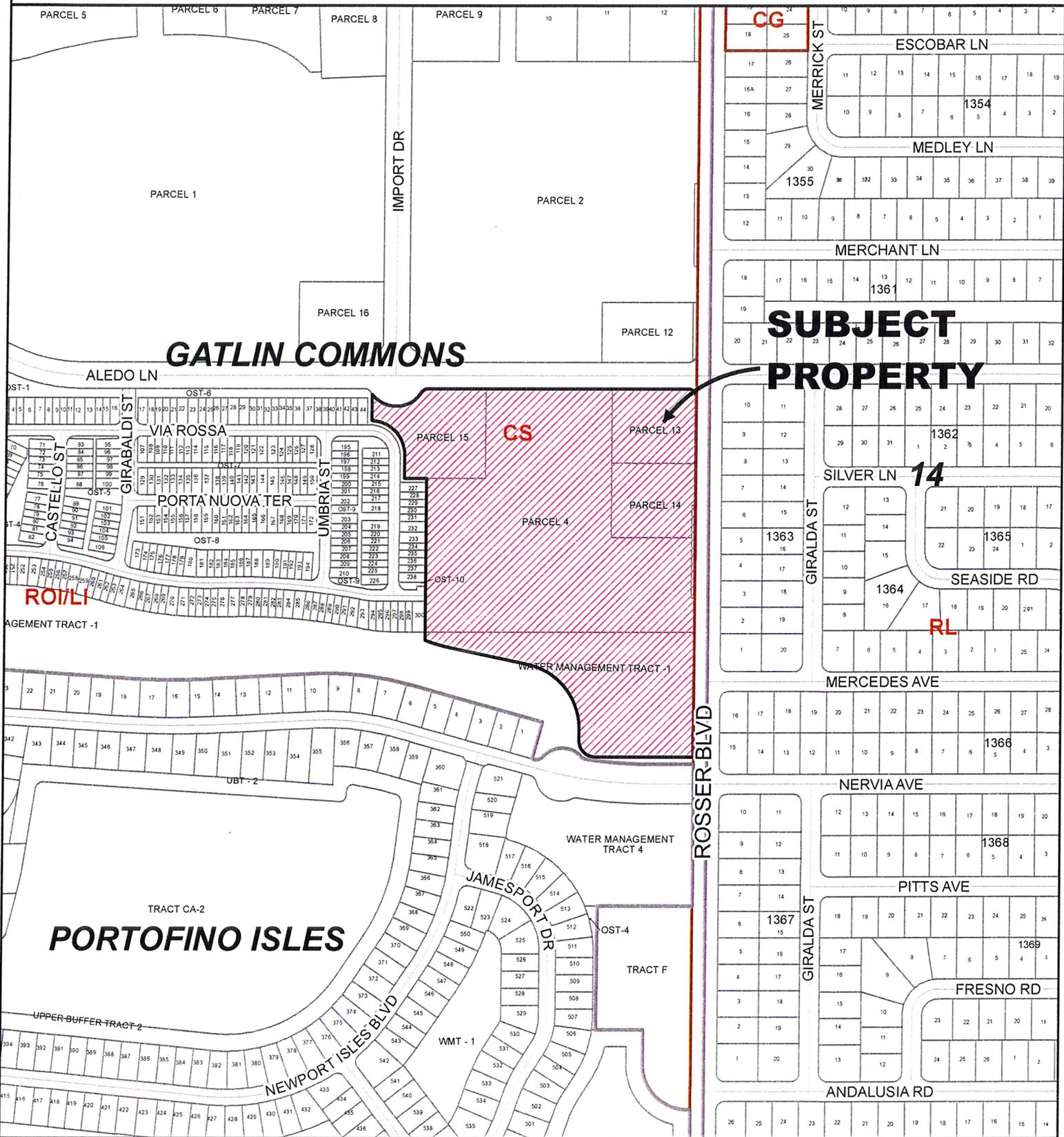
COMPREHENSIVE PLAN AMENDMENT

GATLIN COMMONS PUD

PARCELS 4 & 13-15
AERIAL DATE 2014

DATE:	3/24/2016
APPLICATION NUMBER:	P15-032
USER:	patricias
SCALE:	1 in = 200 ft

FUTURE LAND USE



**SUBJECT
PROPERTY**

14

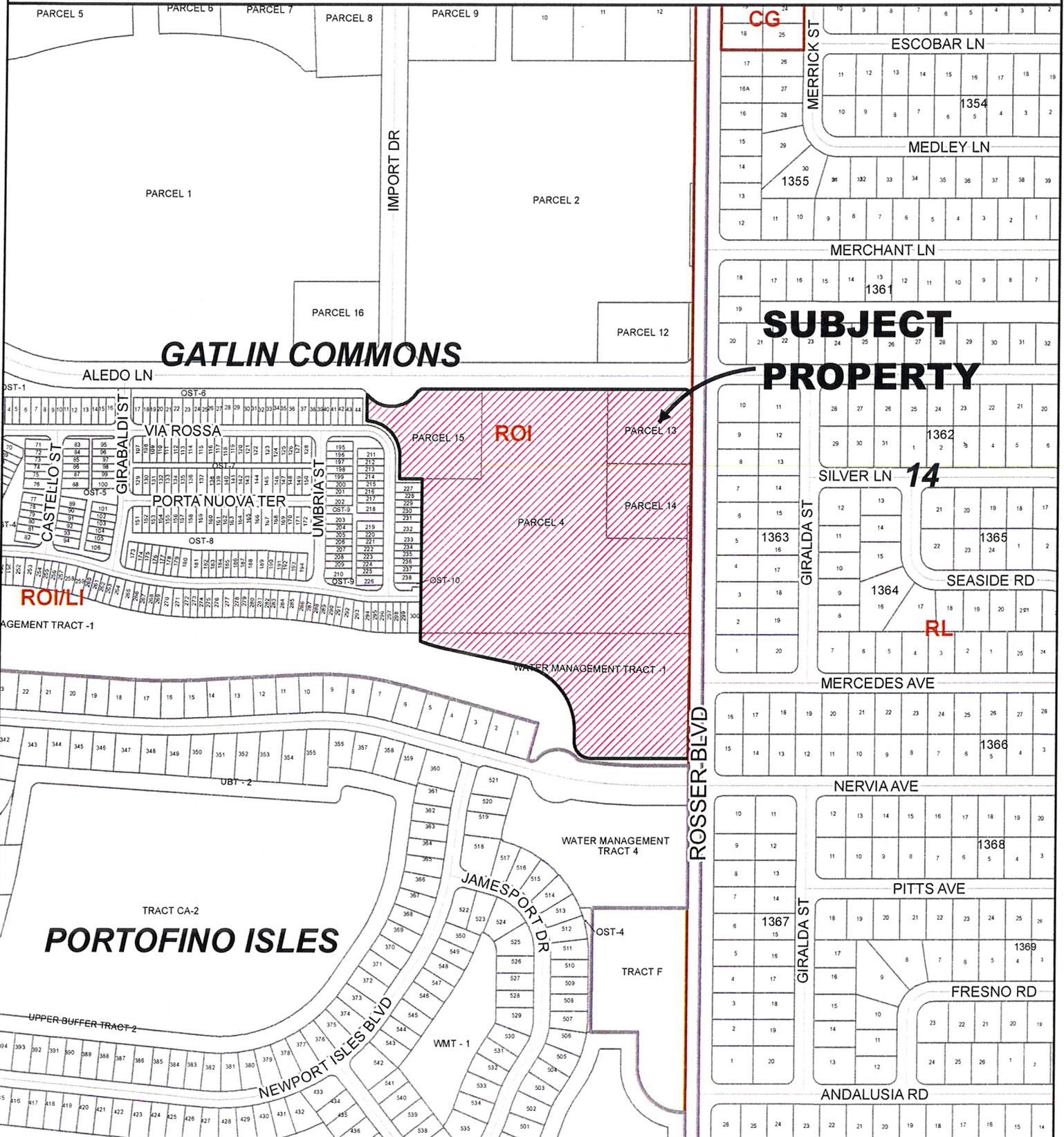


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

COMPREHENSIVE PLAN AMENDMENT
GATLIN COMMONS PUD
PARCELS 4 & 13-15

DATE: 3/24/2016
APPLICATION NUMBER: P15-032
USER: patricias
SCALE: 1 in = 400 ft

PROPOSED FUTURE LAND USE



**SUBJECT
PROPERTY**



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

COMPREHENSIVE PLAN AMENDMENT

GATLIN COMMONS PUD

PARCELS 4 & 13-15

DATE:	3/24/2016
APPLICATION NUMBER:	P15-032
USER:	patricias
SCALE:	1 in = 400 ft

APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT

CITY OF PORT ST. LUCIE
Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, Florida 34984
(772) 871-5212 FAX (772) 871-5124

FOR OFFICE USE ONLY

Planning Dept 15-032
Fee (Nonrefundable)\$ 4,539.20
Receipt # 33515

Refer to "Fee Schedule" for application fee. Make checks payable to the 'City of Port St. Lucie.' Fee is nonrefundable unless application is withdrawn prior to advertising for the Planning and Zoning Board meeting. All items on this application should be addressed, otherwise it can not be processed. Attach proof of ownership: two copies of deed. Please type or print clearly in **BLACK** ink.

PRIMARY CONTACT EMAIL ADDRESS: smarcks@landscapeda.com

PROPERTY OWNER

Name: Gallin Group Holdings II, LLC
Address: 5332 SW Orchid Bay Drive
Palm City, FL 34990
Telephone No.: 772-781-5805 Fax No.: 772-781-5807

IF PROPERTY IS IN MULTIPLE OR CORPORATE OWNERSHIP, PLEASE PROVIDE ONE CONTACT PERSON.

Name: Hal Dodt
Address: 5332 SW Orchid Bay Drive
Palm City, FL 34990
Telephone No.: 772-781-5805 Fax No.: 772-781-5807

AGENT OF OWNER (if any)

Name: Landscape Design Associates, LLC
Address: 702 SW Port St. Lucie Blvd, Port St. Lucie, FL 32953
Telephone No.: 971-6060 Fax No.: _____

PROPERTY INFORMATION

Boundary Description Parcel 4, 13, 14, & 15
(attach map) _____
Property Tax I.D. Number 4314-504-0006-0005, 4314-504-0016-0008, 4314-504-0015-000-1, 4314-504-0017-000-5
Current Land Use CS Proposed Land Use ROI
Current Zoning PUD Acreage of Property 14.45

Reason for Comprehensive Plan Amendment: _____
Change Land Use from CS to ROI. See enclosed Justification

Harold Dodt
*Signature of Owner

Harold Dodt
Hand Print Name

3-19-15
Date

*If signature is not that of owner, a letter of authorization from the owner is needed.

NOTE: Signature on this application acknowledges that a certificate of concurrency for adequate public facilities as needed to service this project has not yet been determined. Adequacy of public facility services is not guaranteed at this stage in the development review process. Adequacy for public facilities is determined through certification of concurrency and the issuance of final local development orders as may be necessary for this project to be determined based on the application material submitted.

APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT

MAR 08 2016

PLANNING DEPARTMENT CITY OF PORT ST. LUCIE, FL.

CITY OF PORT ST. LUCIE Planning & Zoning Department 121 SW Port St. Lucie Boulevard Port St. Lucie, Florida 34984 (772) 871-5212 FAX (772) 871-5124

FOR OFFICE USE ONLY

Planning Dept P15-032 Fee (Nonrefundable)\$ Receipt #

Refer to "Fee Schedule" for application fee. Make checks payable to the 'City of Port St. Lucie.' Fee is nonrefundable unless application is withdrawn prior to advertising for the Planning and Zoning Board meeting. All items on this application should be addressed, otherwise it can not be processed. Attach proof of ownership; two copies of deed. Please type or print clearly in BLACK ink.

PRIMARY CONTACT EMAIL ADDRESS: smarcks@landscapeda.com

PROPERTY OWNER

Name: Portofino Isles CDD @ GMS-SF LLC Address: 5385 N Nobhill Rd Sunrise, FL 33351 Telephone No.: 786-271-9208 Fax No.:

IF PROPERTY IS IN MULTIPLE OR CORPORATE OWNERSHIP, PLEASE PROVIDE ONE CONTACT PERSON.

Name: Paul Winkeljohn Address: 5385 N Nobhill Rd Sunrise, FL 33351 Telephone No.: 786-271-9208 Fax No.:

AGENT OF OWNER (if any)

Name: Landscape Design Associates, LLC Address: 702 SW Port St. Lucie Blvd, Port St. Lucie, FL 32953 Telephone No.: 971-6060 Fax No.:

PROPERTY INFORMATION

Boundary Description Water Management Tract (attach map) Property Tax I.D. Number 4314-504-0002-000-7 Current Land Use CS Proposed Land Use ROI Current Zoning PUD Acreage of Property 4.14

Reason for Comprehensive Plan Amendment: Change Land Use from CS to ROI. See enclosed Justification

Signature of Owner

Hand Print Name

Date 3/7/16

*If signature is not that of owner, a letter of authorization from the owner is needed.

NOTE: Signature on this application acknowledges that a certificate of concurrency for adequate public facilities as needed to service this project has not yet been determined. Adequacy of public facility services is not guaranteed at this stage in the development review process. Adequacy for public facilities is determined through certification of concurrency and the issuance of final local development orders as may be necessary for this project to be determined based on the application material submitted.

RENAISSANCE
Realty Associates

Mrs. Patti Tobin, Planning Director
City of Port St. Lucie
Planning & Zoning Department
121 SW Port St. Lucie Blvd
Port St. Lucie, FL 34984

December 31, 2014

Re: Gatlin Commons Large Scale Land Use Amendment

Dear Mrs. Tobin,

Please accept this letter as authorization for Sabine Mareks, Landscape Design Associates, to represent Gatlin Group Holdings II, LLC in all matters related to the proposed Land Use Amendment for Gatlin Commons.

Please contact me directly should you have any questions regarding this correspondence.

Sincerely,
Gatlin Group Holdings II, LLC



Hal Dodt
Manager

Portofino Isles

Community Development District

5385 N. Nob Hill Road
Sunrise, Florida 33351
Phone: 954-721-8681

March 7, 2016

Mrs. Patti Tobin, Planning Director
City of Port St. Lucie
Planning & Zoning Department
121 SW Port St. Lucie Blvd
Port St. Lucie, FL 34984

February 10, 2016

Re: Gatlin Commons Large Scale Land Use Amendment

Dear Mrs. Tobin,

Please accept this letter as authorization for Sabine Marcks, Landscape Design Associates, to represent Portofino Isles CDD in all matters related to the proposed Land Use Amendment and PUD Amendment for Gatlin Commons.

Please contact me directly should you have any questions regarding this correspondence.

Sincerely,



Paul Winkeljohn
District Manager/Asst. Secretary

This Document Prepared By:

Charles D. Brecker, Esq.
KATZ, BARRON, SQUITERO, FAUST & BOYD, P.A.
First Fort Lauderdale Place, Suite 280
100 N.E. 3rd Avenue
Ft. Lauderdale, FL 33301

* DOC Assump: \$ 0.00
* Doc Tax : \$ 0.70
* Int Tax : \$ 0.00

GRANTEE'S FEI NO.: _____

TAX FOLIO NO.: 4314-100-0001-000-0

CORRECTIVE SPECIAL WARRANTY DEED

THIS CORRECTIVE SPECIAL WARRANTY DEED is made as of the 5th day of August, 2003, between GLASSMAN CORPORATION, a Florida corporation, whose address is 1000 South Federal Highway, Boynton Beach, Florida 33435 ("Grantor"), and GATLIN GROUP HOLDINGS II, LLC, a Florida limited liability company, whose offices are located at 707 East Colonial Drive, Orlando, Florida 32803 ("Grantee").

WITNESSETH:

THAT Grantor, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration to it in hand paid by Grantee, the receipt and sufficiency of which are hereby acknowledged, has granted, bargained and sold to Grantee, including Grantee's successors and assigns forever, that certain parcel of land lying and being in St. Lucie County, Florida (the "Property"), more particularly described as follows:

SEE EXHIBIT "A" ATTACHED HERETO

SUBJECT TO:

1. Taxes and assessments for 2003 and subsequent years;
2. Zoning and/or restrictions and prohibitions imposed by governmental authority; and
3. Those exceptions to title set forth on Exhibit "B" attached hereto, which are not reimposed hereby.

TO HAVE AND TO HOLD the same unto Grantee in fee simple.

AND Grantor did covenant with Grantee that, at the time of the delivery of the Original Deed (as hereinafter defined), the Property was free from all encumbrances except as set forth above, and Grantor will warrant and defend the same against the lawful claims and demands of all persons claiming by, through and under it, but against none other.

This Corrective Warranty Deed is being provided to correct the description of the said Grantee indicated in that certain Special Warranty Deed recorded in Official Records Book 1756, Page 1450, of the Public Records of St. Lucie County, Florida on July 21, 2003 (the "Original Deed"), by changing the description of said Grantee from "Gatlin Group Holdings, LLC, a Florida limited liability company" to "Gatlin Group Holdings II, LLC, a Florida limited liability company." The description of the Grantee was indicated in the Original Deed in error.

IN WITNESS WHEREOF, Grantor has executed this Corrective Special Warranty Deed which shall be effective as of the day and year first above written.

Signed, sealed and delivered
in the presence of:

GLASSMAN CORPORATION,
a Florida corporation

Melissa Channing
Name: Melissa Channing

By: [Signature]
Larry D. Glassman, President

Marlene Nicholson
Name: MARLENE NICHOLSON

(Corporate Seal)

1000 South Federal Highway
Boynton Beach, FL 33433

STATE OF FLORIDA)
) ss:
COUNTY OF)

The foregoing instrument was acknowledged before me this 5 day of August, 2003, by LARRY D. GLASSMAN as President of GLASSMAN CORPORATION, a Florida corporation, on behalf of the corporation. He is personally known to me or has produced _____ as identification.

Marlene Nicholson
Signature of Acknowledger
Name typed, printed or stamped:
Title: Notary Public, State of Florida at large
Commission No.

 Marlene Nicholson
MY COMMISSION # DD147883 EXPIRES
November 7, 2006
BONDED THROUGH TROY FAIN INSURANCE, INC.

EXHIBIT "A"

LEGAL DESCRIPTION

PARCEL I:

Being a Tract of land lying in Section 14, Township 37 South, Range 39 East, a portion of which being Tract WMT-1, according to the FIRST REPLAT OF PORTOFINO ISLES, as approved and under review for recording in the City of Port St. Lucie, St. Lucie County, Florida, and being more particularly described as follows:

Commence at the Northeast corner of said Section 14; thence South $00^{\circ}01'29''$ West, along the East line of said Section 14, a distance of 135.11 feet, to the intersection with a line 135.00 feet South of, as measured at right angles, the North line of said Section 14; thence South $87^{\circ}39'47''$ West, parallel with the said North line of Section 14, a distance of 40.03 feet to the intersection with a line 40.00 feet West of, as measured at right angles, the said East line of Section 14, and being the West right-of-way line of Rosser Boulevard, and the POINT OF BEGINNING of the following described Parcel:

Thence continue South $87^{\circ}39'47''$ West, along lastly said line, a distance of 2,160.28 feet; thence South $42^{\circ}39'47''$ West a distance of 35.36 feet; thence South $02^{\circ}20'13''$ East a distance of 185.00 feet; thence South $02^{\circ}14'13''$ West, a distance of 124.08 feet; thence South $00^{\circ}21'33''$ East, a distance of 359.70 feet to the beginning of a curve concave to the West having a radius of 800.00 feet; thence Southerly along the arc of said curve a distance of 536.90 feet through a central angle of $38^{\circ}27'10''$; thence South $38^{\circ}05'37''$ West a distance of 194.62 feet to the beginning of a curve concave to the Southeast having a radius of 450.00 feet; thence Southwesterly along the arc of said curve a distance of 117.07 feet through a central angle of $14^{\circ}54'19''$; thence $23^{\circ}11'17''$ West a distance of 582.56 feet to the beginning of a curve concave to the East having a radius of 25.00 feet; thence Southerly along the arc of said curve a distance of 19.63 feet through a central angle at $44^{\circ}59'27''$ to the point of reverse curvature with a curve concave to the West, having a radius of 78.33 feet; thence Southerly along the arc of said curve a distance of 18.43 feet, through a central angle of $13^{\circ}28'59''$ to the point of reverse curvature with a curve to the Northeast, having a radius of 25.00 feet; thence Southeasterly along the arc of said curve a distance of 25.52 feet, through a central angle of $58^{\circ}29'32''$; thence South $66^{\circ}48'43''$ East a distance of 28.29 feet to the beginning of a curve concave to the North having a radius of 1,053.81 feet; thence Easterly along the arc of said curve a distance of 220.84 feet through a central angle of $12^{\circ}00'26''$; thence North $11^{\circ}10'52''$ East a distance of 115.00 feet to the intersection with a non-tangent curve concave to the North, having a radius of 938.61 feet, the chord of which bears South $82^{\circ}32'55''$ East; thence Easterly along the arc of said curve, a distance of 122.23 feet through a central angle of $07^{\circ}27'34''$; thence South $86^{\circ}16'40''$ East a distance of 614.43 feet to the beginning of a curve concave to the North having a radius of 2,360.00 feet; thence Easterly along the arc of said curve a distance of 273.01 feet through a central angle of $06^{\circ}37'41''$; thence North $87^{\circ}05'38''$ East a distance of 303.07 feet to the beginning of a curve concave to the South having a radius of 940.00 feet; thence Easterly along the arc of said curve a distance of 301.86 feet through a central angle of $18^{\circ}23'57''$; thence South $74^{\circ}30'25''$ East a distance of 422.38 feet; thence South $15^{\circ}29'35''$ West a distance of 115.00 feet; thence South

74°30'25" East a distance of 6.17 feet to the beginning of a curve concave to the North having a radius of 25.00 feet; thence Easterly along the arc of said curve a distance of 27.59 feet through a central angle of 63°13'40" to the point of reverse curvature with a curve concave to the South, having a radius of 80.00 feet; thence Easterly along the arc of said curve a distance of 131.39 feet, through a central angle of 94°06'04" to the point of reverse curvature with a curve concave to the Northeast, having a radius of 25.00 feet; thence Southeasterly along the arc of said curve a distance of 16.31 feet, through a central angle of 37°22'47" to the point of compound curvature with a curve concave to the North, having a radius of 1,240.00 feet; thence Easterly along the arc of said curve, a distance of 193.96 feet through a central angle of 08°57'44"; thence South 89°58'31" East a distance of 137.03 feet; thence North 00°01'29" East a distance of 2,404.57 feet to the POINT OF BEGINNING.

TOGETHER WITH:

PARCEL III:

Being Tract "A", according to the PLAT OF PORTOFINO ISLES, as approved and under review for recording in the City of Port St. Lucie, lying in Section 14, Township 37 South, Range 39 East, St. Lucie County, Florida, and being more particularly described as follows:

Commence at the Northeast corner of said Section 14; thence South 00°01'29" West, along the East line of said Section 14, a distance of 135.11 feet, to the intersection with a line 135.00 feet South of, as measured at right angles, the North line of said Section 14; thence South 87°39'47" West, parallel with the said North line of Section 14, a distance of 2,370.58 feet to the POINT OF BEGINNING of the following described Parcel:

Thence continue South 87°39'47" West, along lastly said line, a distance of 263.21 feet; thence South 00°21'33" East, a distance of 1,198.55 feet; thence South 35°55'46" East a distance of 74.32 feet; thence North 38°05'37" East a distance of 184.20 feet to the beginning of a curve concave to the West having a radius of 700.00 feet; thence Northerly along the arc of said curve a distance of 469.79 feet through a central angle of 38°27'10"; thence North 00°21'33" West a distance of 354.93 feet; thence North 06°54'39" West a distance of 125.40 feet; thence North 02°20'13" West a distance of 85.00 feet; thence North 47°20'13" West a distance of 35.36 feet to the POINT OF BEGINNING.

EXHIBIT "B"

1. Agreement by and between the City of Port St. Lucie and Glassman Corporation, dated August 10, 1998, recorded August 25, 1998, in Official Records Book 1167, Page 1774.
2. Ordinance No. 00-77 annexing property into the City of Port St. Lucie, Florida, recorded in Official Records Book 1326, Page 1157.
3. Pre-Annexation Agreement by and between Glassman Corporation and the City of Port St. Lucie, Florida, recorded in Official Records Book 1340, Page 404.
4. Notice of Establishment of the Portofino Isles Community Development District, recorded in Official Records Book 1581, Page 1306.
5. The subject property is located within the Portofino Isles Community Development District and is subject to Special Assessment Revenues as levied by said District as set forth in Final Judgment recorded in Official Records Book 1614, Page 2915.
6. Unrecorded Capacity Agreement between Glassman Corporation and the City of Port St. Lucie, Florida, dated November 17, 2000.
7. Unrecorded Wetlands Mitigation Transfer Agreement dated May 2, 2002, between Glassman Corporation and MitBank USA, Inc.
8. Reciprocal Easement Agreement between Glassman Corporation and Prime Homes at Portofino Isles, Ltd., dated May 5, 2003, recorded May 14, 2003, in Official Records Book 1712, Page 1404 (this agreement burdens to the subject property insofar as it provides for drainage into the water management tract).
9. License Agreement for Entrance Signage between Glassman Corporation and Prime Investors and Developers, Inc., dated February 7, 2003, recorded _____, 2003, in Official Records Book _____, Page _____.
10. License Agreement for sales and construction trailer between Glassman Corporation and Prime Homes at Portofino Isles, Ltd., dated _____, 2003, recorded _____, 2003, in Official Records Book _____, Page _____.
11. Transfer of Development Rights and Post-Closing Agreement between Glassman Corporation and Gatlin Group Holdings II, LLC, dated July __, 2003, recorded _____, 2003, in Official Records Book _____, Page _____.
12. Water Management Easement between Glassman Corporation and Portofino Isles Community Development District, dated _____, 2003, recorded _____, 2003, in Official Records Book _____, Page _____.
13. Stormwater Management System Maintenance Agreement between Glassman Corporation and Portofino Isles Community Development District, dated _____, 2003, recorded _____, 2003, in Official Records Book _____, Page _____.

RESOLUTION 2010-04

**A RESOLUTION OF THE PORTOFINO ISLES COMMUNITY
DEVELOPMENT DISTRICT ELECTING PAUL WINKELJOHN
AS ASSISTANT SECRETARY OF THE BOARD OF
SUPERVISORS**

WHEREAS, the Board of Supervisors of the **Portofino Isles Community
Development District** desire to elect Paul Winkeljohn as Assistant Secretary:

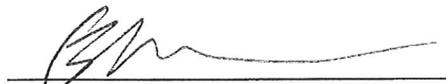
**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF
SUPERVISORS OF THE PORTOFINO ISLES COMMUNITY
DEVELOPMENT DISTRICT:**

1. Paul Winkeljohn is elected Assistant Secretary of the Board of Supervisors

Adopted this 10 day of August, 2010



Chairman/Vice Chairman



Secretary/Assistant Secretary

ORDINANCE 16-

AN ORDINANCE OF THE CITY OF PORT ST. LUCIE, FLORIDA, AMENDING THE COMPREHENSIVE PLAN OF THE CITY OF PORT ST. LUCIE TO INCLUDE A LARGE SCALE AMENDMENT TO THE FUTURE LAND USE MAP FOR GATLIN GROUP HOLDINGS II, LLC (P15-032) TO CHANGE THE FUTURE LAND USE DESIGNATION FROM CS (SERVICE COMMERCIAL) TO ROI (RESIDENTIAL, OFFICE, INSTITUTIONAL) FOR PARCELS LEGALLY DESCRIBED AS GATLIN COMMONS, PARCELS 4, 13, 14, 15, AND A PORTION OF THE WATER MANAGEMENT TRACT (WMT) 1 LOCATED ON THE SOUTHWEST CORNER OF ROSSER BOULEVARD AND ALEDO LANE; PROVIDING THE INVALIDITY OF ANY PORTION SHALL NOT AFFECT THE REMAINING PORTIONS OF THIS ORDINANCE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Port St. Lucie, Florida, has adopted a comprehensive plan known as the City of Port St. Lucie Comprehensive Plan adopted by Ordinance 97-50, as subsequently amended; and

WHEREAS, the City of Port St. Lucie has received an application from Gatlin Group Holdings II, LLC, P15-032 for parcel legally described as Gatlin Commons, Parcels 4, 13, 14, 15, and a portion of WMT - 1 on the southwest corner of Rosser Boulevard and Aledo Lane, for a large scale amendment to amend the Future Land Use Map of the City of Port St. Lucie Comprehensive Plan to change approximately 18.59 acres from the future land use designation of CS (Service Commercial) to ROI (Residential, Office, Institutional) as depicted in Exhibit B, in accordance with Section 163.3187 (1) (c), Florida Statutes; and

WHEREAS, the City of Port St. Lucie Planning and Zoning Board having been duly designated as the local planning agency pursuant to Section 163.3174 et seq., Florida Statutes, and having held a public hearing thereon, has considered this proposed amendment (P15-032) to the Comprehensive Plan and submitted its recommendations

ORDINANCE 16-

thereon to the City Council; and

WHEREAS, having considered the recommendations of the Planning and Zoning Board, the Port St. Lucie City Council has prepared this amendment to the City's Comprehensive Plan as a Large Scale Amendment in accordance with Section 163.3184, Florida Statutes, and the proposed amendment has been reviewed by the Department of Community Affairs; and

WHEREAS, two (2) public hearings with due notice have been held by the City Council to inform the public and receive comments and objections; and

WHEREAS, the Port St. Lucie City Council desires to hereby formally adopt this amendment (P15-032) to the City's Comprehensive Plan.

NOW, THEREFORE, THE CITY OF PORT ST. LUCIE HEREBY ORDAINS:

Section 1. The Comprehensive Plan of the City of Port St. Lucie is hereby amended in the following respect:

The Future Land Use Map is hereby amended to designate approximately 18.59 acres on the southwest corner of Rosser Boulevard and Aledo Lane by changing the future land use designation from CS (Service Commercial) to the future land use classification of ROI (Residential, Office, Institutional) for parcels of land legally described as Gatlin Commons, Parcels 4, 13, 14, 15, and a portion of WMT - 1 as depicted in Exhibit A.

Section 2. The provisions of the Ordinance are severable and, if any section, sentence, clause or phrase is for one reason held to be unconstitutional, invalid or ineffective, this holding shall not affect the validity of the remaining portions of this

ORDINANCE 16-

Ordinance, it being expressly declared to be the City Council's intent that it would have passed the valid portions of this Ordinance without inclusion of any invalid portion or portions.

Section 3. The effective date of this comprehensive plan amendment shall be the date a final order is issued by the Department of Community Affairs or Administration Commission finding the amendment in compliance in accordance with Section 163.3184, Florida Statutes, whichever occurs earlier. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolutions shall be sent to the Department of Community Affairs.

<<< The reminder of this page is intentionally left blank >>>

ORDINANCE 16-

PASSED AND APPROVED by the City Council of the City of Port St. Lucie, Florida, this
_____ day of _____, 2016.

CITY COUNCIL

CITY OF PORT ST. LUCIE, FLORIDA

BY: _____
Gregory J. Oravec, Mayor

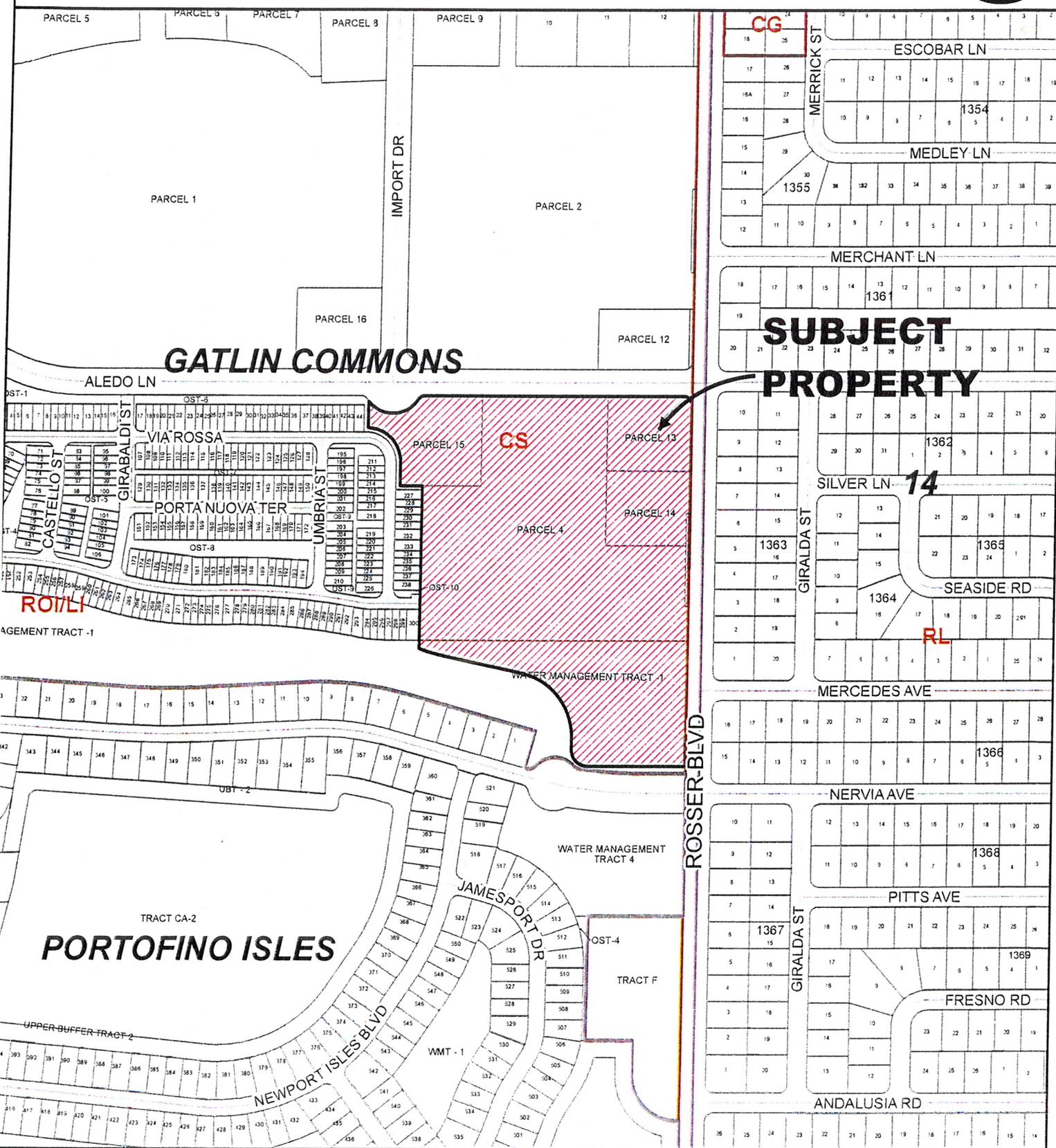
ATTEST:

Karen A. Phillips, City Clerk

APPROVED AS TO FORM:

City Attorney

FUTURE LAND USE



**SUBJECT
PROPERTY**

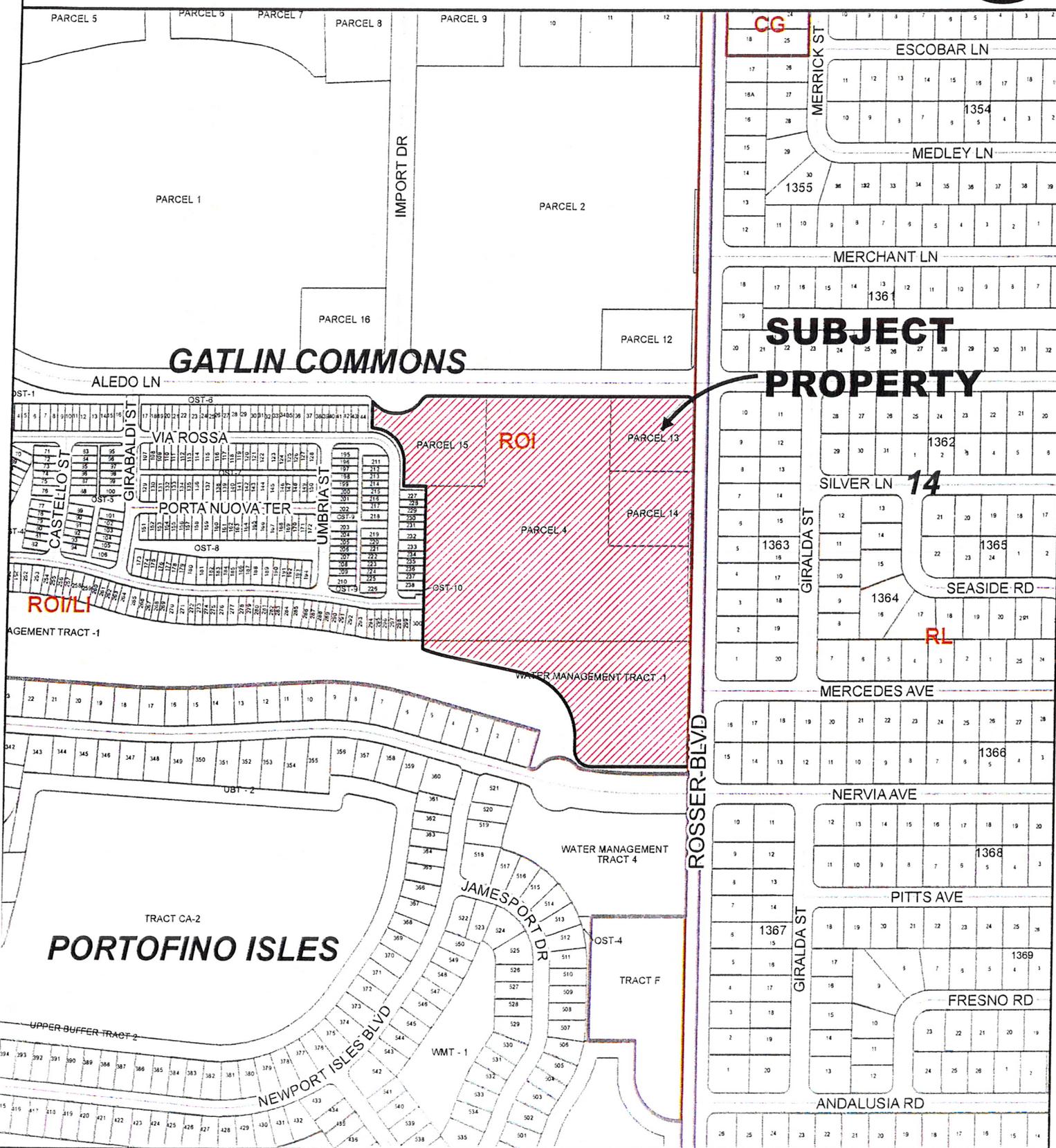


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

COMPREHENSIVE PLAN AMENDMENT
GATLIN COMMONS PUD
PARCELS 4 & 13-15

DATE:	3/24/2016
APPLICATION NUMBER:	P15-032
USER:	patricias
SCALE:	1 in = 400 ft

PROPOSED FUTURE LAND USE



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

COMPREHENSIVE PLAN AMENDMENT
GATLIN COMMONS PUD
PARCELS 4 & 13-15

DATE:	3/24/2016
APPLICATION NUMBER:	P15-032
USER:	patricias
SCALE:	1 in = 400 ft

Large Scale Comprehensive Plan Amendment Application

Gatlin Commons

Port St. Lucie Section 14/Township 37S/Range 38E, (OR 1775-1884)
ID#4314-504-0006-0005,4314-504-0016-0008,4314-504-0015-000-1, 4314-504-0017-000-5,
4314-504-0002-000-7

Prepared for:

**Gatlin Group Holdings II, LLC
5332 Orchid Bay Drive
Palm City, FL 34990
(772)781-5805 (ph)**

Prepared by:



Landscape Design Associates, LLC
7410 S US 1, Suite 103
Port ST. Lucie, FL 34952
(772)971-6060
smarcks@landscapeda.com

Gatlin Commons Large Scale Land Use Amendment

1. Completed application and fee:

See attached.

2. Completed rezoning application and fee (optional):

Not included at this time

3. Written description of area subject to application:

The area subjected to a land use amendment is part of the Regional Activity Center of Gatlin Commons. Gatlin Commons is an upscale, mixed-use development designed to incorporate a synergy of luxury residential, retail and professional office components. Gatlin Commons is located South of Gatlin Blvd, West of Rosser Blvd, and East of I-95. The land use to the south is a water management tract and residential, to the West is a multi-family development as part of Gatlin Commons, to the north is Gatlin Commons with a land use of CS and commercial use and to the East are single family residences.

The zoning for all of Gatlin Commons is PUD.

This application requests the change of Land Use designation for parcels 4, 13, 14, 15 and part of the Water Management Tract south of Parcel 4 from their current Land Use Designation of CS (Commercial Service) to ROI (Residential/Office/Institutional).

The total area affected by this proposal is 18.59 ac.

4. Copy of deeds:

See Deeds Exhibit.

5. Justification for Land Use Amendment:

The application requests to change the land use from CS (Commercial Service) to ROI (Residential/Office/Institutional). The Gatlin Boulevard/I-95 Interchange has been identified as a Regional Activity Center that encourages high intensity commercial uses. The proposed site is part of that Regional Activity Center.

The intent of this land use amendment is to increase the opportunity to create more multi-family apartment units within the City of Port St. Lucie. As emphasized in the enclosed market study, the City of Port St. Lucie is greatly underserved with regards to the availability of rental apartments. The RAC designation allows an overall total of 1,500 units for the Gatlin Commons PUD. Currently only 300 units

Gatlin Commons Large Scale Land Use Amendment

have been approved in the Portofino Court development. Since the RAC encourages the close proximity of residential uses to retail and office uses, this land use amendment provides the opportunity to further integrate residential and commercial uses within this development.

To support the proposed land use amendment, the following statements are made in support of the application to show consistency with the Goals, Objectives and Policies identified within the Comprehensive Plan:

Objective 1.1.3: *Development orders and permits for development and redevelopment activities shall be issued only in areas where public facilities necessary to meet level of service standards (which are adopted as part of the Traffic, Infrastructure, Recreation and Open Space, and Capital improvements Element of this Comprehensive Plan) are available concurrent with the impacts of development.*

Policy 1.1.3.1: *The development of residential, commercial and industrial land shall be timed and staged in conjunction with the provision of supporting community facilities and services identified as being required.*

Public facilities and services currently exist and have sufficient capacity to accommodate the proposed Land Use. Water and Wastewater services are available to the site.

Policy 1.1.3.3: Potable Water: *All new and existing development shall be required to connect to a central wastewater utility regulated by the City's Utility Department or other public wastewater system.*

Sanitary wastewater service is provided by the City of Port St. Lucie Utilities Department.

Objective 1.1.4: *Future Growth, development and redevelopment shall be directed to appropriate areas as depicted in the Future Land Use Map. The land use map shall be consistent with: sound planning principals; minimal natural limitations; the goals and objectives and policies contained within this Comprehensive Plan; and the desired community character, and to ensure availability of land for future demand and utility facilities.*

Parcel 3 of Gatlin Commons already has a ROI Land Use designation and is immediately adjacent to the parcels for which a land use change is requested. The overall density of units allowed within the Gatlin Commons RAC is 1,500 du's, of which only 300 are currently assigned to Parcel 3.

Objective 1.1.7: *Future development will encouraged to locate in the sewer and water assessment districts as shown and adopted in the infrastructure element to discourage urban sprawl.*

Gatlin Commons Large Scale Land Use Amendment

The Property is located within the Urban Service Area and will not contribute to urban sprawl.

Policy 4.A2.4.1: The level of service standard adopted for sanitary sewer facilities in all planning areas is 85% of the following Potable Water LOS:

- 1.-Single and Multi-Family/All Planning Areas, 100 gallons/capita/day*
- 2.-Commercial, 125 gallons per day per 1000 square feet*

Development of residential, commercial and industrial land shall be timed and staged in conjunction with provisions of supporting community facilities and services identified as being required.

The proposed land use change is compatible with surrounding uses

Policy 1.1.4.16: Gatlin Commons Regional Activity Center. The purpose of this overlay is the development of a compact, high-intensity, high density, multi-use area, and to designate an area for intensive growth that includes land uses such as residential, commercial, retail, cultural, recreational, hospital/medical and entertainment facilities. This area generally includes the property located east of Interstate 95, south of Gatlin Boulevard and west of Rosser Boulevard. The total acreage of the Gatlin Commons RAC is approximately 124.59 acres.

Policy 1.1.4.17: Pursuant to Section 380.06(2)(e). Florida Statutes and Rule 28-24.014(10)(a) Florida Administrative Code, the Gatlin Commons Regional Activity Center Overlay shall be used to increase the Development of Regional Impact ("DRI") development thresholds on the property located within the RAC boundaries. As such, the development thresholds within the Gatlin Commons RAC shall be increased by the following:

- a. The thresholds shall be increased by 50% for the following land uses:*
 - residential (to 1,500 dwelling units);*
 - hotel/Motel (to 525 rooms);*
 - office (to 450,000 square feet); and*
 - retail (to 600,000 square feet)*

The proposed land use change is consistent with this policy and the overall development of Gatlin Commons. The residential portion of the development has utilized 300 dwelling units, which is only 20% of the allowable density. The proposed change in land use will allow the development of additional residential units well within the allowable density of the RAC.

Gatlin Commons Large Scale Land Use Amendment

6. List and map of adjacent future land use map classifications located to the north, south, east and west.

The adjacent land uses are as follows: North: CS/CH
South: Residential/Office/Institutional
East: Residential/Office/Institutional
West: Residential (RL/RGC)

Please refer to Existing Land Use Map for further detail.

7. List of adjacent existing land uses located to the north, south, east and west (i.e.: house, vacant, store, church, etc)

The adjacent land uses are as follows: North: Retail
South: Water Management Tract, Residential
East: Multi-Family Residential
West: Single Family Residential

8. List of adjacent existing zoning categories located to the north, south, east, and west:

The adjacent zoning categories are as follows: North: PUD
South: PUD
East: RS-2
West: PUD

Refer to Existing Zoning Map for further detail.

9. Map and area of site included in FEMA flood plain and 100 and 500 year flood categories with map panel number:

See enclosed FEMA Map.

10. Map and description of the location, type, and area of wetlands located on site:

The on-site wetlands have previously been impacted and mitigated for pursuant to South Florida Water Management District Environmental Resource Permit No. 56-0332-S. All mitigation for upland habitat has been accounted for in the Gatlin Commons PUD document. For that reason, no environmental study was included in this application.

11. Map and description of the location, type and area of existing vegetation using Florida Land Use and Cover Classification System (FLUCAS) categories:

Gatlin Commons

Large Scale Land Use Amendment

The site was previously cleared and is slowly being overgrown by Brazilian Pepper. A drainage ditch is present on site

Please see attached FLUCAS Map for further detail.

12. Traffic analysis:

The proposal to amend the comprehensive plan must demonstrate that the impacts created by the new project can be accommodated on the long range circulation plan that has been adopted for the existing future land use.

To determine the impact created by the change in land use, the traffic volumes from the 2035 Long Range Transportation Plan were used. Please refer to the attached Traffic Study by Susan E. O'Rourke, P.E., Inc. for details of the analysis.

The traffic study concludes that the proposed land use will result in a **decrease** on trips of 5,364 daily trips, 150 am peak hour trips and 500 pm peak hour trips. On the links within the study area, there would be a significant decrease in traffic associated with the land use amendment. The project has demonstrated de minimis impacts with LOS D on Gatlin Boulevard and additional analysis is not required.

13. Market study (for commercial categories only):

The applicant ordered a market study pertaining to a possible multi-family use. The following are important conclusions from the Market Report on Multifamily in Port St. Lucie (August 14, 2014).

1. Market analyst Robert Vaughn, Meridian Appraisal Group, stated: "the City of Port St. Lucie is starved for rental housing."
2. Robert Vaughn was overwhelmingly positive on the abundance of market data to support a multifamily project with the population that exists in Port St. Lucie today.
3. The stabilized occupancy rate for the purpose multifamily project is estimated at 94% (page 71).
4. Robert Vaughn, of Meridian, estimates the average absorption rate to be 12 to 15 units per month once the property is open (page 75).
5. Rental rates reported in the market analysis at \$1.17 per square foot, averaging \$1,213 per month, with an average size of 1,034 Square feet. Based on an analysis of the three, five, and ten mile ring around Gatlin Boulevard and Rosser Boulevard, Meridian states: "it appears the subject project is an appropriate size relative to the number of income-qualified renter households in the market."

Gatlin Commons Large Scale Land Use Amendment

6. With the exception of Atlantic at Tradition, "No new market rate rental units have been delivered into the market over the past five years and absorption is positive. Overall, the outlook for apartments in the subject's market areas and on the county level is favorable," (page 2, Summary of Conclusions).
7. Meridian recommends the project be 25% one bedroom, 50% two bedroom, and 25% three-bedroom. The proposed development will contain a state-of-the-art clubhouse, with an exercise and fitness room, a business center, a swimming pool, a spa and Jacuzzi, a picnic area with barbecue grills and cabana, a dog park and playground, gated access, and a tennis court.
8. Meridian believes the location is a very positive factor: "The subject is located close to I-95 and the Turnpike. Neighborhood and commercial services such as grocery and drug stores are located nearby." (page 65)

The land use amendment allows a shift from retail development to residential development within the Gatlin Commons RAC. Retail development has slowed significantly since 2008 and with the location of the parcels included in this land use amendment, the development of additional retail or office space is not favorable.

14. Capacity analysis, location, and service description for the following public services: sanitary sewer, public water, solid waste, drainage, recreation, fire and emergency services, police, education:

Stormwater Management:

The site is located with the Portofino Isles Community Development District which provides stormwater management facilities for the entire area. The area has a valid Environmental Resource Permit from the South Florida Water Management District, Permit No. 56-00332-S-13, issued April 10, 2003.

Potable Water & Waste Water System:

The area of the proposed Land Use Amendment lies within the Gatlin Commons Regional Activity Center (RAC) and is located along the south side of Gatlin Boulevard just west of Rosser Boulevard and east of the I-95 Highway corridor. The property is 18.59 acres in size, and is located within the Port St. Lucie Utility Systems Department (PSLUSD) service area. Both potable water distribution and sanitary sewer collection services are available to the site.

The water demand and wastewater flow that will be generated by this property is based on the adopted 2012 Comprehensive Plan unless not identified in the plan. Those flows not identified in the plan are based on and included in the planning projections prepared in the Master Plan Water

Gatlin Commons Large Scale Land Use Amendment

and Sewer Expansion Program prepared by Williams, Hatfield, & Stoner as revised in January 1995. The calculations are based on the maximum building coverage and flow rates established in the adopted in 2012 Comprehensive Plan or Table 9-1 of the previously referenced Master Plan document.

A comparison of the water and wastewater demand for the currently approved Planned Unit Development (PUD) versus the proposed Regional Activity Center (RAC), and the 50% DRI Threshold Increase are detailed as follows:

Table No. 1 – Current PUD Water and Wastewater Calculations Gatlin Commons PUD Overall				
Water Usage				
Land Use	Area (SF/DU)	Residents Per DU	Rate	Flow (GPD)
Commercial	600,000 SF	N/A	125gpd/1,000 SF	75,000
Office	450,000 SF	N/A	120gpd/1,000 SF	54,000
Residential	1,500 DU	2.33	100 gpd/person	349,500
Hospital	100 Beds	N/A	200 gpd/bed	<u>20,000</u>
Total				498,500
Wastewater Usage				
Land Use	Area (SF/DU)	Residents Per DU	Rate	Flow (GPD)
Commercial	600,000 SF	N/A	106.25gpd/1,000 SF	63,750
Office	450,000 SF	N/A	102gpd/1,000 SF	45,900
Residential	1,500 DU	2.33	85 gpd/person	297,075
Hospital	100 Beds	N/A	175 gpd/bed	<u>17,500</u>
Total				424,225

Gatlin Commons Large Scale Land Use Amendment

**No. 2 – Current Water and Wastewater Calculations for Parcels 4, 13,
14, 15 and WMT**

Water Usage

Land Use	Area (SF/DU)	Residents Per DU	Rate	Flow (GPD)
Commercial	150,000 SF	N/A	125gpd/1,000 SF	18,750
Office	190,000 SF	N/A	120gpd/1,000 SF	22,800
Residential	0 DU	2.33	100 gpd/person	
Hospital	100 Beds	N/A	200 gpd/bed	20,000
Total				61,550

Wastewater Usage

Land Use	Area (SF/DU)	Residents Per DU	Rate	Flow (GPD)
Commercial	150,000 SF	N/A	106.25gpd/1,000 SF	15,938
Office	190,000 SF	N/A	102gpd/1,000 SF	19,380
Residential	0 DU	2.33	85 gpd/person	
Hospital	100 Beds	N/A	175 gpd/bed	17,500
Total				52,818

Gatlin Commons Large Scale Land Use Amendment

No. 3 – Proposed Water and Wastewater Calculations for Parcels 4, 13, 14, 15 and WMT				
Water Usage				
Land Use	Area (SF/DU)	Residents Per DU	Rate	Flow (GPD)
Commercial	0 SF	N/A	125gpd/1,000 SF	
Office	190,000 SF	N/A	120gpd/1,000 SF	22,800
Residential	<u>203</u> DU	2.33	100 gpd/person	47,299
Hospital	0 Beds	N/A	200 gpd/bed	0
Total				70,099
Wastewater Usage				
Land Use	Area (SF/DU)	Residents Per DU	Rate	Flow (GPD)
Commercial	0 SF	N/A	106.25gpd/1,000 SF	
Office	190,000 SF	N/A	102gpd/1,000 SF	19,380
Residential	<u>203</u> DU	2.33	85 gpd/person	40,204
Hospital	0 Beds	N/A	175 gpd/bed	0
Total				59,584

Gatlin Commons Large Scale Land Use Amendment

The property will be served by the Prineville Water Treatment Plant and the Westport Wastewater Treatment Plant. As of October 2014, the impact on the existing plants will be as follows:

Current PUD Condition

Prineville Water Treatment Plant

Permitted Capacity	41,650,000 gpd
Max. Daily Flow	19,780,000 gpd
Present Capacity	21,870,000 gpd
Current Potential Demand	234,000 gpd
Remaining Capacity	21,636,000 gpd

Westport Wastewater Treatment Plant

Permitted Capacity	6,000,000 gpd
Avg. Daily Flow	4,414,000 gpd
Available Capacity	1,586,000 gpd
Potential Demand	52,000 gpd
Remaining Capacity	1,534,000 gpd

As demonstrated above, the Port St. Lucie Utility Systems Department's water and wastewater treatment facilities have ample capacity to provide for the proposed development of the Gatlin Commons Regional Activity Center.

Parks, Recreation and major open spaces: Currently, there are 9 parks sites within 5 miles of the project. The parks are:

1. Recreation Center
2. Sportsman's Park
3. Swan Park
4. Jaycee Park
5. Girlscout Park
6. Turtle Run Park
7. Gulfstream Park
8. McChesney Park
9. Oak Hammock Park

Fire, Police, and emergency services:

Gatlin Commons Large Scale Land Use Amendment

The City of Port St. Lucie Police sub-station is located on 121 SW Port St. Lucie Blvd and has an immediate response time.

The St. Lucie County Fire District Fire Station No. 10 is located less than 1.5 miles from Gatlin Commons.

Education: Currently there are 7 schools within 5 miles of the project.

The schools are:

1. Parkway Elementary
2. Bayshore Elementary
3. Manatee Elementary
4. Port St. Lucie Elementary
5. Centennial Middle School
6. Centennial High School
7. Northport High School

15. Location map with major streets clearly identified:

Please see attached General Location Map.

16. Existing future land use map:

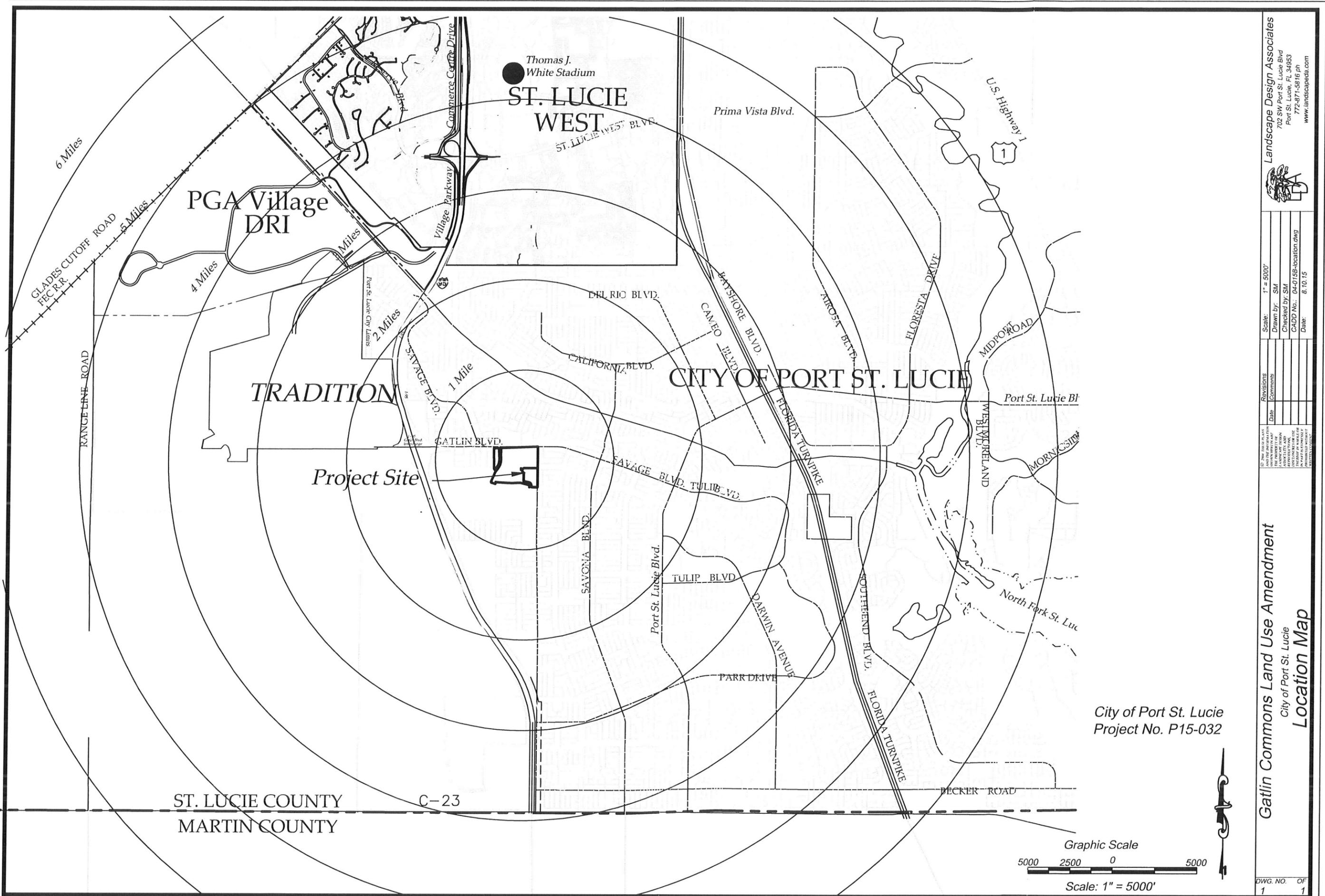
Please see attached Existing Land Use Map

17. Proposed future land use map:

Please see attached Proposed Land Use Map.

18. Chart comparing the areas of existing and proposed future land uses:

Land Use Area Comparison		
	Land Use	Area
Existing	CS/CH	<u>18.59</u> acres
Proposed	ROI	<u>18.59</u> acres



Thomas J. White Stadium

ST. LUCIE WEST

PGA Village DRI

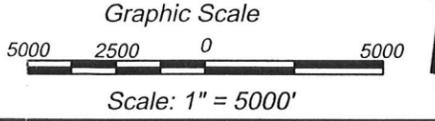
TRADITION

CITY OF PORT ST. LUCIE

Project Site

ST. LUCIE COUNTY
MARTIN COUNTY

City of Port St. Lucie
Project No. P15-032



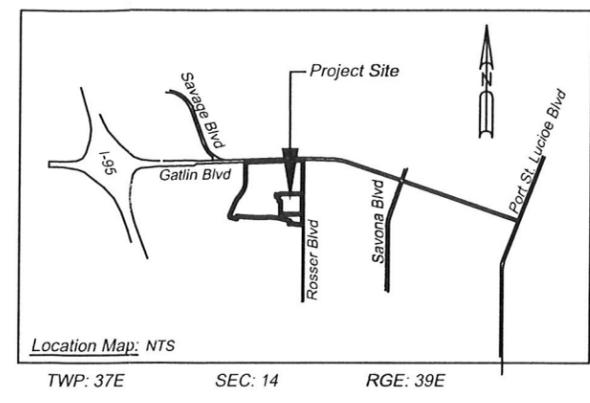
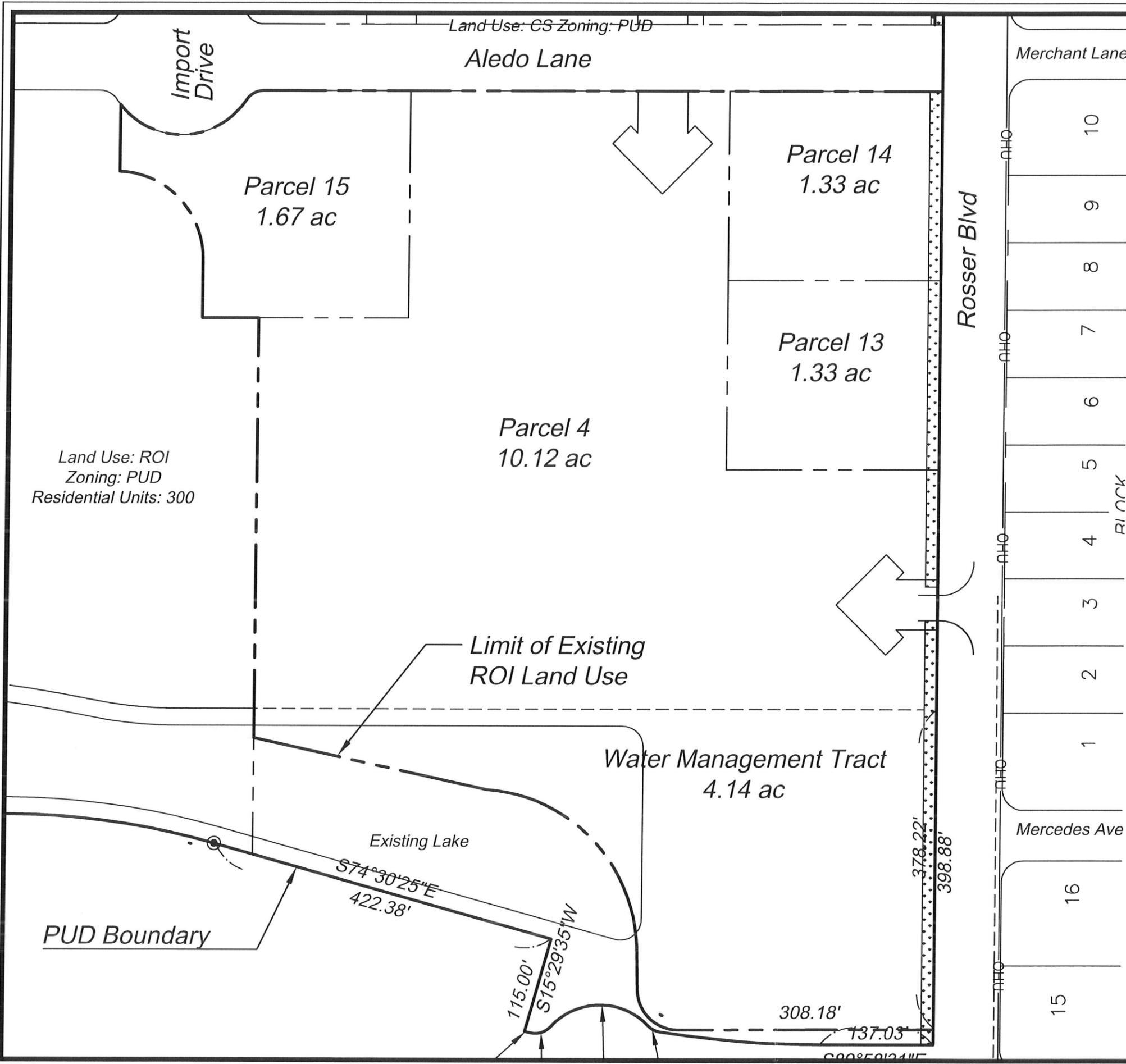
Landscape Design Associates
702 SW Port St. Lucie Blvd
Port St. Lucie, FL 34953
772-871-5816 ph
www.landscapea.com



Scale:	1" = 5000'
Drawn by:	SM
Checked by:	SM
CADD No.:	04-015B-location.dwg
Date:	8.10.15

Revisions	Date	Comments

Gatlin Commons Land Use Amendment
City of Port St. Lucie
Location Map



Site Data:

Existing Zoning _____ PUD

Proposed Zoning _____ PUD

Existing Land Use _____ CS

Proposed Land Use _____ ROI

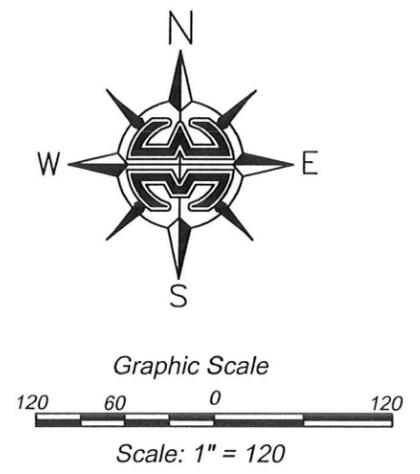
Total Area _____ 18.59 ac

Total Use Area Office _____ 190,000 sf

Total Dwelling Units _____ 225 du

Note:
The purpose of this amendment is to change the land use for parcels 4, 13, 14, 15 and part of the Water Management Tract from CS to ROI.

Land Use: RL
Zoning: RS-2



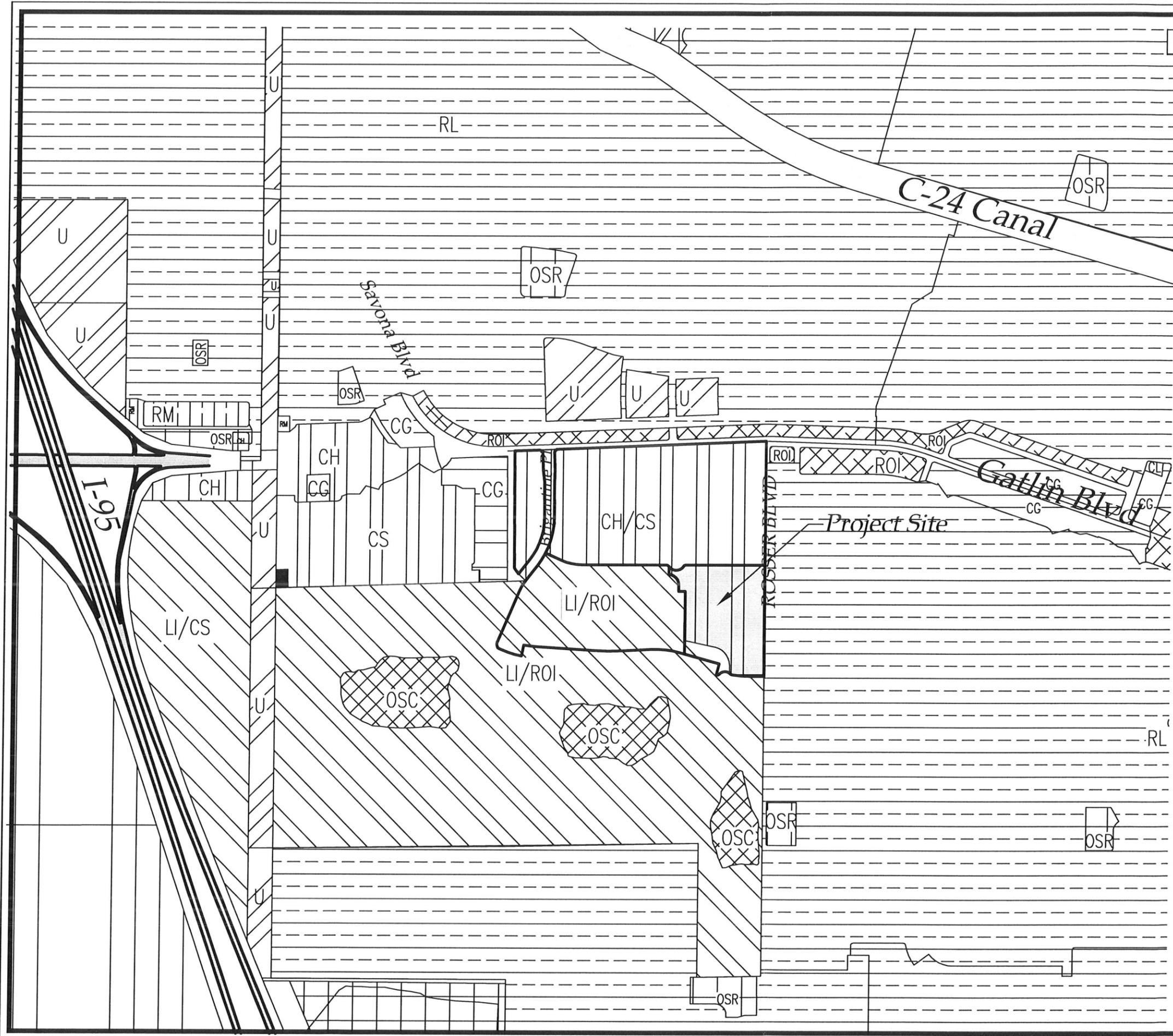
City of Port St. Lucie Project No. P15-032

Landscape Design Associates
702 SW Port St. Lucie Blvd
Port St. Lucie, FL 34953
772-871-5816 ph, 772-405-1006 fax

Revisions	Date	Comments	Scale	Drawn by	Checked by	CADD No.	Date
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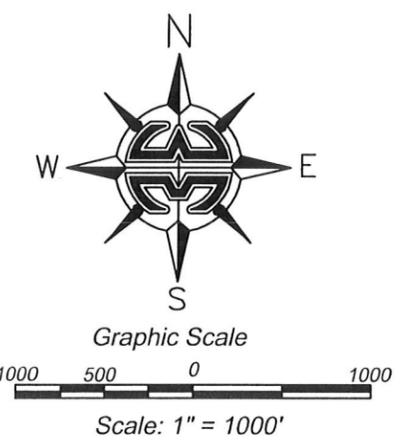
Gatlin Commons RAC
City of Port St. Lucie
Land Use Amendment

DWG. NO. OF
1 1



City of Port St.
Land Use Categories:

- RESIDENTIAL (RL)(RGC)
- RESIDENTIAL (RM)(RH)
- COMMERCIAL LIMITED (CL)(CG)
- COMMERCIAL SERVICE (CS)(CH)
- WAREHOUSE/INDUSTRIAL (LI)(HI)
- INSTITUTIONAL (I)
- OPEN SPACE (OSR)
- PRESERVATION (OSP)(OSC)
- UTILITIES (U)
- NEW COMMUNITY DISTRICT (NCD)



City of Port St. Lucie
Project No. P15-032

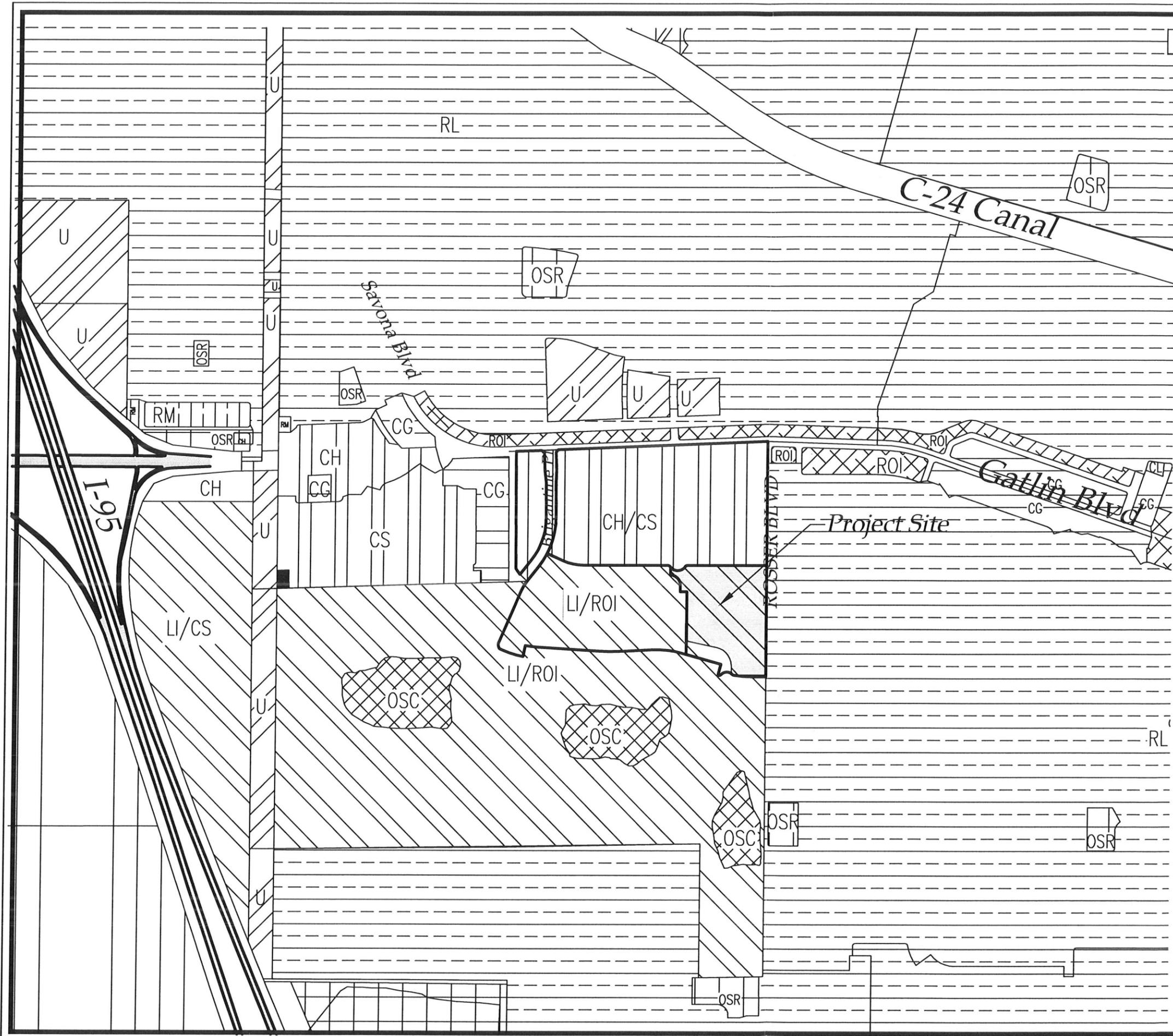
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 702 SW Port St. Lucie Blvd
 Port St. Lucie, FL 34953
 772-871-5816 ph
 www.landscapeda.com

Revisions	Date	Comments

Scale: 1" = 1000'
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 Checked by: SM
 CADD No.: 04-0156-LU Map.dwg
 Date: 8.10.15

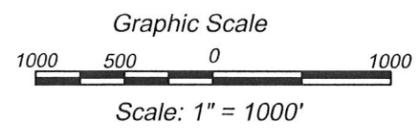
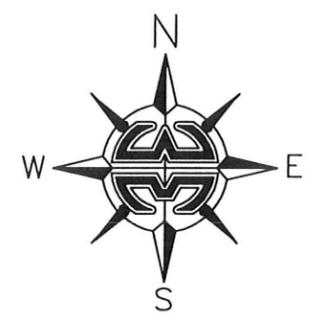
GATLIN COMMONS LAND USE AMENDMENT
 CITY OF PORT ST. LUCIE
 GATLIN COMMONS LAND USE MAP

DWG. NO. OF
 1 1



City of Port St.
Land Use Categories:

- RESIDENTIAL (RL)(RGC)
- RESIDENTIAL (RM)(RH)
- COMMERCIAL LIMITED (CL)(CG)
- COMMERCIAL SERVICE (CS)(CH)
- WAREHOUSE/INDUSTRIAL (LI)(HI)
- INSTITUTIONAL (I)
- OPEN SPACE (OSR)
- PRESERVATION (OSP)(OSC)
- UTILITIES (U)
- NEW COMMUNITY DISTRICT (NCD)
- REGIONAL ACTIVITY CENTER (RAC) OVERLAY DISTRICT



City of Port St. Lucie
Project No. P15-032

Landscape Design Associates
702 SW Port St. Lucie Blvd
Port St. Lucie, FL 34953
772-871-5816 ph
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Revisions	Date	Comments

Scale: 1" = 1000'
Drawn by: SM
Checked by: SM
CADD No.: 04-0155-LU Map.dwg
Date: 8.10.15

Gatin Commons Land Use Amendment
City of Port St. Lucie
Proposed Land Use Map

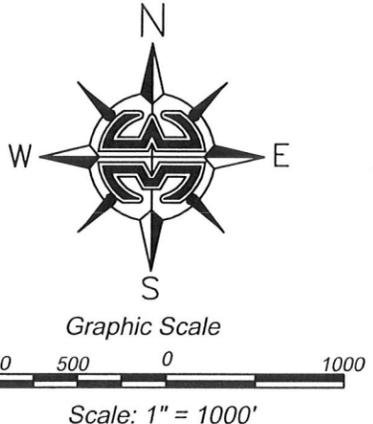
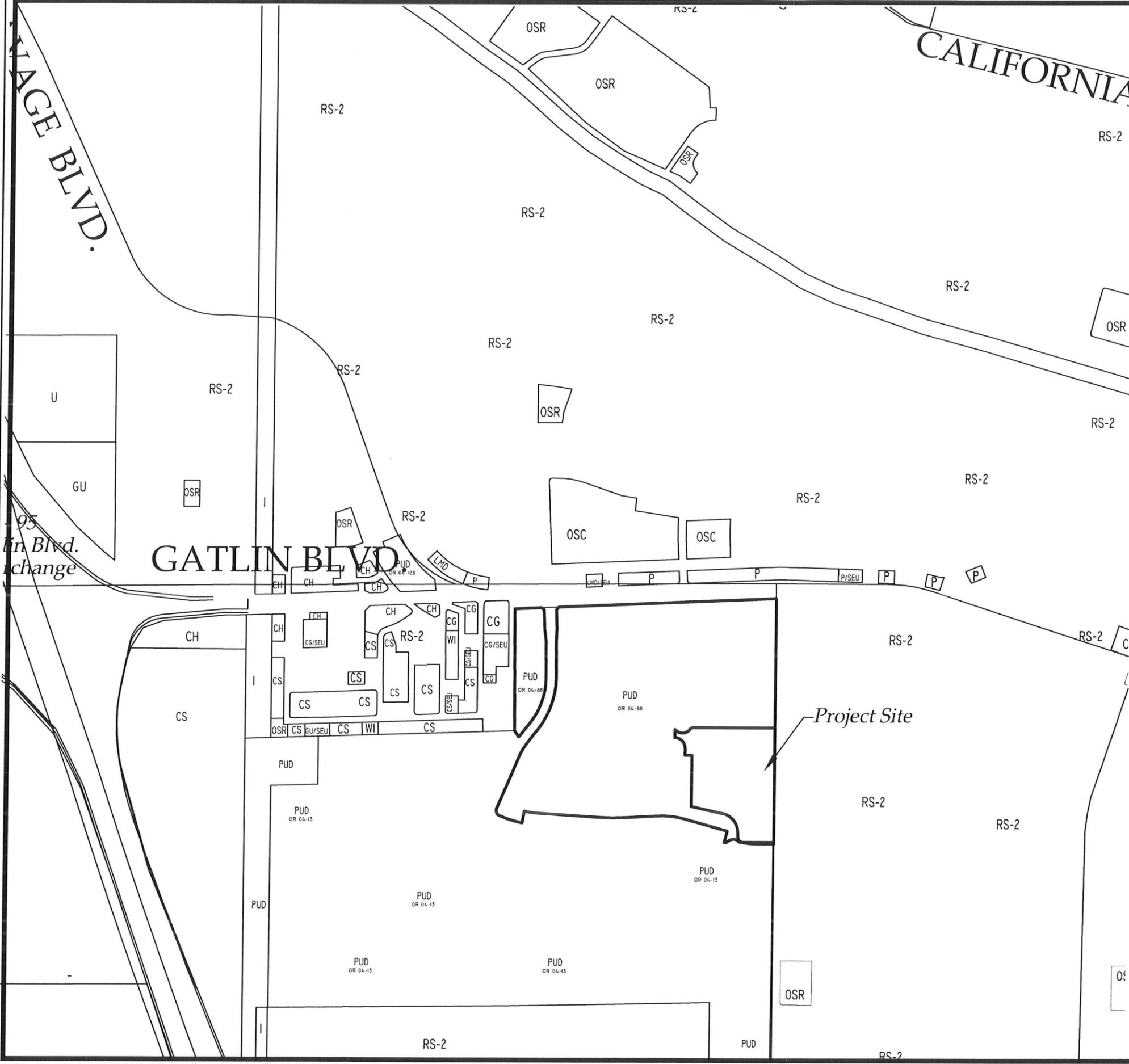
CALIFORNIA

TRANCE BLVD.

GATLIN BLVD.

95
In Blvd.
change

- City of Port St. Lucie
Zoning Categories:
- CG GENERAL COMMERCIAL
 - CH HIGHWAY COMMERCIAL
 - CN NEIGHBORHOOD COMMERCIAL
 - CS SERVICE COMMERCIAL
 - GU GENERAL USE
 - I INSTITUTIONAL
 - IN INDUSTRIAL
 - LMD LIMITED MIXED
 - OSC OPEN SPACE CONSERVATION
 - OSR OPEN SPACE RECREATIONAL
 - P PROFESSIONAL
 - PUD PLANNED UNIT DEVELOPMENT
 - RE ESTATE RESIDENTIAL
 - RM-11 ... MULTIPLE FAMILY RESIDENTIAL
 - RM-15 ... MULTIPLE FAMILY RESIDENTIAL
 - RS-1 SINGLE-FAMILY RESIDENTIAL
 - RS-2 SINGLE-FAMILY RESIDENTIAL
 - WI WAREHOUSE INDUSTRIAL



City of Port St. Lucie
Project No. P15-032

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702 SW Port St. Lucie Blvd
Port St. Lucie, FL 34953
772-871-5616 ph
www.landscape.com

Revisions	Date	Comments

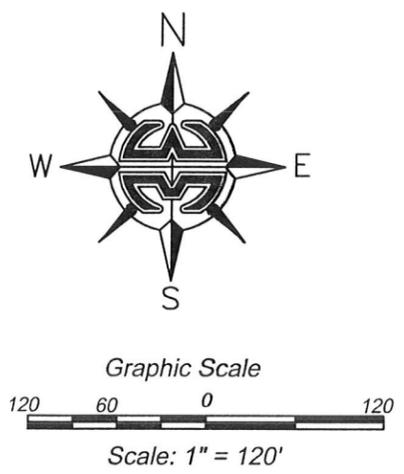
Gatlin Commons Land Use Amendment
City of Port St. Lucie
Zoning Map

Aledo Lane



Legend

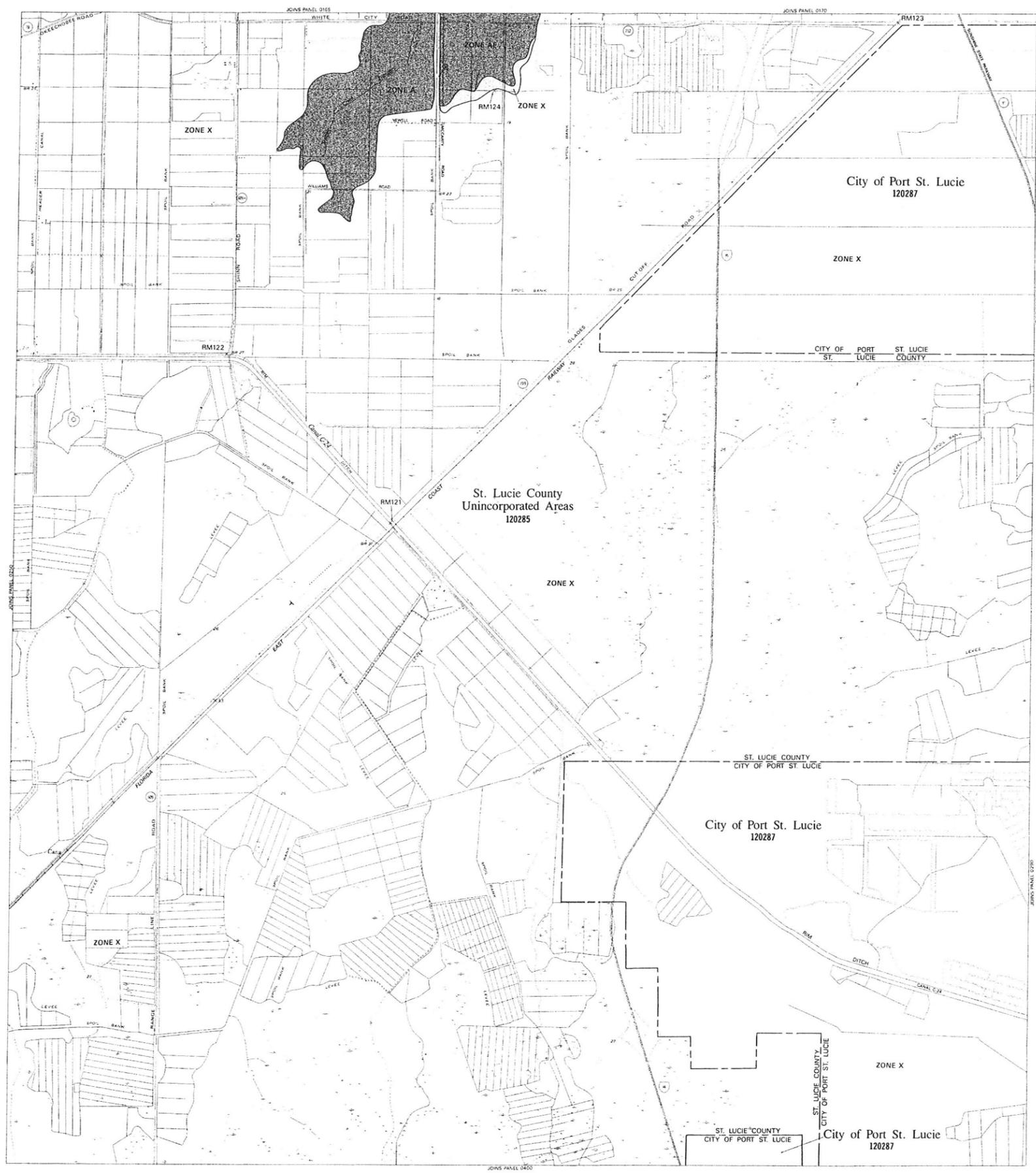
- 192 Inactive Land with Street Pattern but without Structures
- 422 Brazilian Pepper
- 533 Reservoir, larger than 10 acres, less than 100 acres



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 702 SW Port St. Lucie Blvd
 Port St. Lucie, FL 34953
 772-871-5816 ph, 772-405-1006 fax

Scale:	1" = 120'
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Checked by:	SM
CADD No.:	04-0158-FLUCS.dwg
Date:	8.10.15
Revisions	
Date	Comments

Gatlin Commons Land Use Amendment
 City of Port St. Lucie
FLUCCS Map



LEGEND

SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD

- ZONE A** No base flood elevations determined.
- ZONE AE** Base flood elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
- ZONE A99** Not protected from 100-year flood by Federal flood protection system under construction; no base elevations determined.
- ZONE V** Coastal flood with velocity hazard (wave action); no base flood elevations determined.
- ZONE VE** Coastal flood with velocity hazard (wave action); base flood elevations determined.

FLOODWAY AREAS IN ZONE AE

OTHER FLOOD AREAS

- ZONE X** Areas of 500-year flood, areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, and areas protected by levees from 100-year flood.

OTHER AREAS

- ZONE D** Areas determined to be outside 500-year flood plain.
- ZONE D** Areas in which flood hazards are undetermined.

UNDEVELOPED COASTAL BARRIERS

— Flood Boundary
 - - - Floodway Boundary
 - - - Zone D Boundary

--- Boundary Dividing Special Flood Hazard Zones, and Boundary Dividing Areas of Undeveloped Coastal Base Flood Elevations Within Special Flood Hazard Zone

— 55.7' Base Flood Elevation Line, Elevation in Feet

— Cross Section Line

— E1, 1.91 Base Flood Elevation in Feet Where Lendum Within Zone

— RM5 Level on Reference Mark

— M3.0 Mile Mark

*Referenced to the National Geodetic Vertical Datum of 1929

NOTES

This map is a base on administering the National Flood Insurance Program; it does not necessarily identify all planimetric features outside Special Flood Hazard Areas or all areas subject to flooding, particularly those local drainage sources of small size.

Areas of Special Flood Hazard 100-year flood include zones A, AE, AH-A99, AO, A99, V, VE and X.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the Federal Emergency Management Agency Floodway width in some areas may be too narrow to show to scale. Refer to Floodway Data Table where floodway width is shown as 120' min.

Coastal base flood elevations apply only landward of the shoreline.

This map incorporates approximate boundaries of coastal barriers established under the Coastal Barrier Resources Act (16 U.S.C. 1631).

Elevation reference marks are described in the Flood Insurance Study Report. Corporate limits shown are current as of the date of this map. The user should contact appropriate community officials to determine if corporate limits have changed subsequent to the issuance of this map.

For community parcel systems having parcel or lotwise mapping, refer to Community Map #1 study in the Flood Insurance Study Report.

For adjoining panels, see separately printed Map Index.

MAPP REPOSITORY

Refer to Repository Listing on Map Index.

EFFECTIVE DATE OF COUNTY-WIDE FLOOD INSURANCE RATE MAP:

AUGUST 19, 1991

EFFECTIVE DATES OF REVISIONS TO THIS PANEL:

To determine if flood insurance is available, contact an insurance agent or call the National Flood Insurance Program at 800-638-6620.

APPROXIMATE SCALE IN FEET

0 2000 2000

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

ST. LUCIE COUNTY, FLORIDA AND INCORPORATED AREAS

PANEL 275 OF 410
 (SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY	NUMBER	PANEL	SUFFIX
PORT ST. LUCIE, CITY OF	120287	0275	F
UNINCORPORATED AREAS	120285	0275	F

PANEL LOCATION

MAP NUMBER:
 12111C0275 F

EFFECTIVE DATE:
 AUGUST 19, 1991

Federal Emergency Management Agency



City of Port St. Lucie

Planning and Zoning Department Memorandum

Item# 7(D)

TO: PLANNING AND ZONING BOARD – MEETING OF APRIL 5, 2016

FROM: ANNE COX, ASSISTANT DIRECTOR OF PLANNING AND ZONING *AC*

RE: WESTERN GROVE DEVELOPMENT OF REGIONAL IMPACT (DRI)
NOTICE OF PROPOSED CHANGE (PROJECT NO. P15-142) – 1st
AMENDMENT TO THE DEVELOPMENT ORDER

DATE: MARCH 30, 2016

OWNERS/APPLICANTS: Tradition Development Company, LLC is the property owner. Steven Garrett of Lucido & Associates is the authorized agent.

LOCATION: The property is located directly east of Range Line Road, south of the proposed extension of Crosstown Parkway and north of the Discovery Way right-of-way.

LEGAL DESCRIPTION: A parcel of land lying in Sections 5, 6, 7, 8, 17 and 18, Township 37 South, Range 39 East. A complete legal description is attached to the proposed resolution.

SIZE: approximately 1,585 acres

CURRENT LAND USE DESIGNATION: NCD (New Community Development District)

CURRENT ZONING: St. Lucie County AG-5 (Agricultural – one dwelling unit per five acres)

PROJECT BACKGROUND: The Western Grove DRI Development Order (Resolution 06-R77) was approved by the City Council on February 26, 2007. The development plan allows for 4,062 residential dwelling units; 365,904 square feet of retail; and 250,906 square feet of office on 1,585 acres. The Master Development Plan (Map H) includes 254.6 acres of conservation areas with wetlands and uplands.

PROPOSED CHANGES TO THE DEVELOPMENT ORDER: The notice of proposed change (NOPC) to the approved DRI includes the following changes:

Plan of Development

The legal description and the Master Development Plan (Map H) of the DRI development are proposed to be amended in order to transfer 348.19 acres from the Tradition DRI into the Western Grove DRI. The new acreage is proposed to be 1,941.41 acres. The existing and proposed Map H are attached for reference. The plan of development is proposed to be amended to reduce the currently approved 4,062 residential units by 1,017 units in Western Grove and transfer 955 units from the Tradition DRI into Western Grove. This will result in a proposed total of 4,000 dwelling units in Western Grove. The retail square footage is proposed to be reduced from 365,904 square feet to 200,000 square and the office square footage from 250,906 square feet to 50,000 square feet. The phase, buildout and expiration dates are proposed to be extended per statutory extensions and Executive Orders. The dates are proposed to be extended an additional ten (10) years, nine (9) months and five (5) days for total extensions of 20 years.

Transportation

Numerous changes are proposed to the transportation conditions. Previously dedicated road right-of-way is proposed to be re-conveyed back to the developer for the following roads: Tradition Parkway, Westcliffe Lane (Road E) and the southern collector road from N/S A to Range Line Road. The timing for the dedication of utility easements and the width of the easements to be dedicated along Range Line Road are proposed to be revised consistent with City requirements. Amendments to the Transportation Conditions are summarized in the attached memo from Roxanne Chesser dated March 30, 2016.

Environmental and Natural Resources

Revisions are proposed to the Environmental and Natural Resources Conditions to reference U.S. Army Corps of Engineers permit requirements. A condition has also been added to address the protection of the Audubon's Crested Caracara and their nests on the portions of land that are proposed to be transferred from the Tradition DRI. The new condition is consistent with the Tradition DRI development order.

Human Resource Issues

Condition No. 54 regarding housing is proposed to be amended to reduce the voluntary affordable housing fee from \$500 per unit to \$250 per unit. The 955 units being transferred from the Tradition DRI are proposed to be exempt, since the Tradition DRI Development Order does not have this requirement. Changes are also proposed to Condition No. 57 regarding schools to reflect age restricted housing and the transfer of units from the

Tradition DRI. Changes are proposed to Condition Nos. 60 and 61 and Exhibit D regarding hurricane preparedness to reflect the reduced number of residential units and the timing of construction of shelter space.

Parks and Recreation

Condition No. 62 is proposed to be amended to reflect that 40.2 acres of the 50 acre park land requirement has previously been conveyed to the City and to establish the timing for the conveyance of the remaining 9.8 acres.

ANALYSIS:

The proposed changes to the development order conditions are presumed to be Substantial Deviations per Chapter 380.06(19), Florida Statutes, requiring further DRI review. However, the applicant asserts that clear and convincing evidence has been presented to rebut these presumptions and that the changes are therefore not considered a Substantial Deviation.

Plan of Development

The acreage and 955 dwelling units proposed to be transferred from the Tradition DRI was previously reviewed and any impacts mitigated for under the Tradition DRI. The total amount of development is proposed to be reduced. Extension of expiration, buildout and phasing dates of more than 7 years are presumed to create a substantial deviation, however the overall impacts of the DRI are proposed to be substantially reduced and no regional resources are expected to be adversely impacted by the proposed time extensions.

Transportation Conditions

The transportation conditions in the existing development order are based on the Western Annexation Traffic Study (WATS). This study assumed that the Southern Grove, Riverland/Kennedy, Western Grove, and Wilson Grove DRIs would develop at a similar pace and led to uniform traffic conditions in each development order. It was assumed that all the DRIs would coordinate their contributions for building the necessary segments of the roadway network. The proposed traffic conditions separate the responsibilities of the road improvements required for Western Grove from the other DRIs. This separation has been done for the Wilson Groves, Southern Grove and Riverland/Kennedy DR's. The methodology proportionally assigns roadway links to be built by the developers of the DRIs. The distribution is based on lane miles corresponding to the traffic impact of each development. An improvement can be accelerated or delayed by the City or developer based on the monitoring conditions. Please see the attached memo from Roxanne

Chesser dated March 30, 2016 for further analysis of the proposed changes to the transportation conditions.

The City received a letter from the Treasure Coast Regional Planning Council dated October 14, 2015 regarding the NOPC, which is attached. In this letter the Regional Planning Council staff indicates that the proposal to eliminate the right-of-way for Tradition Parkway and the two east-west collectors is inconsistent with the Strategic Regional Policy Plan which calls for a network of streets and a regional transportation system that integrates different modes of travel into one balanced system. In addition, the City received a letter from the Florida Department of Transportation dated January 26, 2016 in which concerns are expressed about the potential for unmitigated transportation impacts. The City also received a letter from the St. Lucie County Planning and Development Services Department stating that based upon the City's traffic consultant's review of the traffic study, the County has no objection to the removal of the right-of-way for Tradition Parkway from N/S Road A to Range Line Road.

Environmental and Natural Resources

The proposed changes to the environmental and natural resources conditions are not expected to adversely impact any regional resources. The addition of the condition regarding the Audubon's Crested Caracara will ensure the protection of that species.

Human Resource Issues

Condition No. 56 requires that prior to the beginning of each phase subsequent to Phase 1, the supply of affordable housing shall be re-calculated using the East Central Florida Regional Planning Council Methodology. The developer hired a consultant to conduct the study, which concluded that no affordable housing mitigation is required for Western Grove. Initially the developer had proposed to delete all of the housing conditions, which the staff objected to. It was agreed to reduce the voluntary affordable housing assistance fee from \$500 to \$250 per unit and that the housing conditions would remain in the development order. The supply of affordable housing will have to be re-calculated prior to the beginning of Phases 2 and 3. If subsequent studies show that an adequate supply of affordable housing is not reasonably accessible to the Western Grove DRI, mitigation for the unmet housing need shall be required. The voluntary assistance fee shall be credited against any required mitigation.

The proposed changes to the schools condition have been reviewed and accepted by the St. Lucie County School Board staff.

Parks and Recreation

The City's Parks and Recreation staff has reviewed the proposed changes and have no

objections.

There is a comprehensive plan amendment application (P15-144) related to this DRI amendment, which also includes a revised master plan to be consistent with the proposed DRI changes. The City Council held a public hearing on the transmittal of the proposed comprehensive plan amendment and transmitted the proposed comprehensive plan amendment to the Department of Community of Economic Opportunity (DEO), the reviewing state agencies, and adjacent local governments for comment. The City Council must hold public hearings to take action on the adoption of the DRI amendment and the proposed comprehensive plan amendment at the same meeting.

STAFF RECOMMENDATION:

Staff finds that the proposed changes, as shown in the attached resolution, will not create additional significant impacts on the regional resources and facilities in the area and recommends approval.



CITY OF PORT ST. LUCIE
PUBLIC WORKS DEPARTMENT
Accredited Agency – American Public Works Association

MEMORANDUM

To: Anne Cox – Assistant Planning and Zoning Director
From: Roxanne M. Chesser, P.E. – Assistant Public Works Director 
Subject: Western Grove DRI NOPC P15-142
Transportation Conditions
Date: March 30, 2016

Staff has worked with the developer and third party traffic reviewer to create conditions that will address transportation needs for this development.

The purpose of this memorandum is to provide a summary of the transportation conditions for the subject NOPC. In the review of these conditions, it is important to note the following considerations:

- Western Grove traffic was included in the Western Area Traffic Study (WATS) completed in 2006
- The original development order for Western Grove was completed using a global road building approach like that of the original development orders for Riverland/Kennedy, Southern Groves, and Wilson Groves.
- Western Grove was not a party of the Southwest Area Annexation Agreements.

The proposed development will result in the following conditions which reflects a net decrease in traffic due to the reduced residential, retail, and commercial development.

Description	Existing DRI	Transfer from Tradition DRI	Proposed NOPC	Difference (Existing – Proposed)
Area (acres)	1,593.22	348.19	1,941.41	348.19
Residential Units	4,062	955	4,000	(1,017)
Retail (square feet)	365,904	-	200,000	(165,904)
Commercial (square feet)	250,906	-	50,000	(200,906)

Although not reviewed as part of the “divorce” of the Wilson Groves, Southern Groves, and Riverland/Kennedy development orders, the roadway conditions for the Western Grove DRI were developed as part of the WATS. In light of this, the attached spreadsheet and map shows the distribution of the lane miles for each of the developments using the external pm peak trips identified in the WATS, the assigned roadways for Wilson Groves, Southern Groves and Riverland/Kennedy, and the proposed roadways for Western Grove presented in this development order. As shown on the attached spreadsheet, Western Grove would construct 2.37 miles over the required distribution will the other three developers would each construct under the required distribution.

Transportation Conditions in the NOPC, items 12 to 31, serve two major functions. The first is to reflect the new development plans. The second is to create separate and unique road construction requirements which has been referred to as “the divorce” of the southwestern annexation area. An overview of the transportation conditions follows.

Conditions 12 and 13: Rights of Way

- As required by the existing NOPC, the developer has dedicated, by deed, the following road rights-of-way to the City:
 - Tradition Parkway from N/S A to Rangeline Road (130 foot)
 - N/S 'A' from Discovery Way to Crosstown Parkway (150 foot),
 - Westcliffe Lane from N/S A to Rangeline Road (Road E – 100 foot)
 - Southern Collector Road from N/S A to Rangeline Road (80 foot)
- Per the traffic study and as recommended by the City Manager's Office, the connections to Rangeline Road are no longer required and the developer has agreed to create a connection to Rangeline via Crosstown Parkway.
- The road rights-of-way for the following roads will be returned, via deed, to the developer by the City.
 - Tradition Parkway from N/S A to Rangeline Road (130 foot)
 - Westcliffe Lane from N/S A to Rangeline Road (Road E – 100 foot)
 - Southern Collector Road from N/S A to Rangeline Road (80 foot)
- The dedicated right-of-way for Fern Lake Avenue from Westcliffe Lane to Crosstown Parkway may be relocated adjacent to the eastern boundary of Western Grove

Conditions 14, 15, 16a, 16b, and 16c: Monitoring

- Developer can postpone construction of a road if monitoring shows the level of service is acceptable.
- City can require the developer to accelerate road construction if monitoring indicates the level of service does not meet adopted standards.
- Roads subjected to the monitoring conditions are not cause for a substantial deviation or NOPC unless otherwise required by State Statute.
- A traffic generation analysis is required prior to the approval of a site plan or subdivision plat. This analysis along with the Biennial Report will be part of the information used to determine when thresholds are met for determining the need for transportation improvements.
- Developer is not responsible for accelerating road construction to accommodate developments that are not owned by the developer or that do not have approved development orders as of the date of the resolution.
- Upon recoding the plat for the 3601st residential lot if the existing roadways meet the adopted level of service, then the developer may commence the construction of all the required two lane roadways and the widening of Tradition Parkway to four lanes within twelve months of recording the plat. By doing such, the developer will have met all conditions for monitoring traffic and constructing roadways.

Condition 17: Western Grove Access Road Improvements

- The developer is required to complete construction of the two lane section of Tradition Parkway from its terminus to N/S A and an emergency access to Rangeline Road prior to obtaining building permits.

Condition 18: Western Grove Road Improvements

- No building permits shall be issued for development that generates more than the total trip or residential unit threshold until the developer has caused the following two lane road segments to be built. The developer provides an option for the City to switch the Phase 2 and Phase 3 roadways, if desired.

Road	From	To	Trip Threshold	Dwelling Units	Required Improvement
Phase I					
N/S A	Tradition Pkwy	½ mile south of Tradition Pkwy	2,122	2,050	2L
Phase 2					
N/S A	½ Mile south of Tradition Pkwy	1 Mile south of Tradition Pkwy	2,484	2,400	2L
N/S A	Tradition Pkwy	Westcliffe Ln	2,845	2,750	2L
N/S A	Westcliffe Ln	Crosstown Pkwy	2,845	2,750	2L
Crosstown Pkwy	Rangeline Rd	N/S A	2,845	2,750	2L
Westcliffe Lane	N/S A	SW Tremonte Ave	2,948	2,850	2L
Phase 3					
N/S A	1 Mile south of Tradition Pkwy	Discovery Way	3,718	3,600	2L

- No building permits shall be issued for development that generates more than the total trip or residential unit threshold until the developer has caused the following four lane road segments to be built.

Road	From	To	Trip Threshold	Dwelling Units	Required Improvement
Phase 1					
Tradition Pkwy	N/S A	Current Terminus (SW Stony Creek Way)	1,396	1,667	Widen to 4LD
Phase 3					
N/S A	Discovery Way	1-mile South of Tradition Parkway	4,128	4,000	Widen to 4LD
N/S A	1-mile South of Tradition Parkway	½ Mile south of Tradition Parkway	4,128	4,000	Widen to 4LD
N/S A	½ Mile south of Tradition Parkway	Tradition Parkway	4,128	4,000	Widen to 4LD
N/S A	Tradition Parkway	Westcliffe Lane	4,128	4,000	Widen to 4LD
N/S A	Westcliffe Lane	Crosstown Parkway	4,128	4,000	Widen to 4LD

Condition 19: External Roadways West of I95

- This is a “stop” condition as the improvements are not required to be complete by the developer; however, development may not exceed beyond the indicated thresholds until the improvements are completed.
- No building permits shall be issued for development that generates more than the total trip or residential unit threshold until the road segments are constructed.

Year of Failure	Trip Threshold ¹	Road	From	To	Required Improvement	Status
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2020	4,128	Village Parkway	Tradition Parkway	Crosstown Parkway	4LD	Completed
2020	4,128	Tradition Parkway	Village Parkway	Stony Creek Way	4LD	Completed
2020	4,128	Community Boulevard	Tradition Parkway	Westcliff Lane	2L	Completed
2020	4,128	Westcliff Lane	SW Tremonte Avenue	Village Parkway	2L	Completed
2020	4,128	Tradition Parkway	Village Parkway	I-95	6LD	Completed
2024	4,128	Crosstown Parkway ²	N/S A	Village Parkway	4LD	
2024	4,128	Crosstown Parkway ³	Village Parkway	I-95	6LD	
2024	4,128	N/S A ⁴	Crosstown Parkway	Glades Cut Off Road	2L	
2028	4,128	Crosstown Parkway ⁵	Rangeline Road	N/S A	4 LD	

Conditions 20 and 21: External Roadways East of I95

- In accordance with the Second Capacity Agreement dated January 27, 2003 the Western Grove DRI is not responsible for and roadways east of the west I95 right-of-way. For that reason, the following roadways will need to be improved by others.

Year of Failure	Trip Threshold	Road	From	To	Required Improvement	Status
2026	4,128	Paar Drive	Rosser Boulevard	Savona Boulevard	4LD	
2026	4,128	Paar Drive	Savona Boulevard	Port St. Lucie Boulevard	4LD	
2023	4,128	Crosstown Parkway	I-95	Manth Lane	6LD	Completed
2030	4,128	Crosstown Parkway	Manth Lane	² U.S. Hwy 1	6LD	

- Since Crosstown Parkway Extension is scheduled for construction within the current City and FDOT work programs; Condition 21 has been satisfied.

Condition 22: External Roadways Outside the City of Port St Lucie

- This is a “stop” condition as the improvements are not required to be complete by the developer; however, development may not exceed beyond the indicated thresholds until the improvements are completed.
- No building permits shall be issued for development that generates more than the total trip or residential unit threshold until the road segments are constructed

Road Segment	Trip Threshold	Year of Failure	Improvement	Status
Range Line Road – Martin Highway to Becker Road	2,268	2032	4LD	

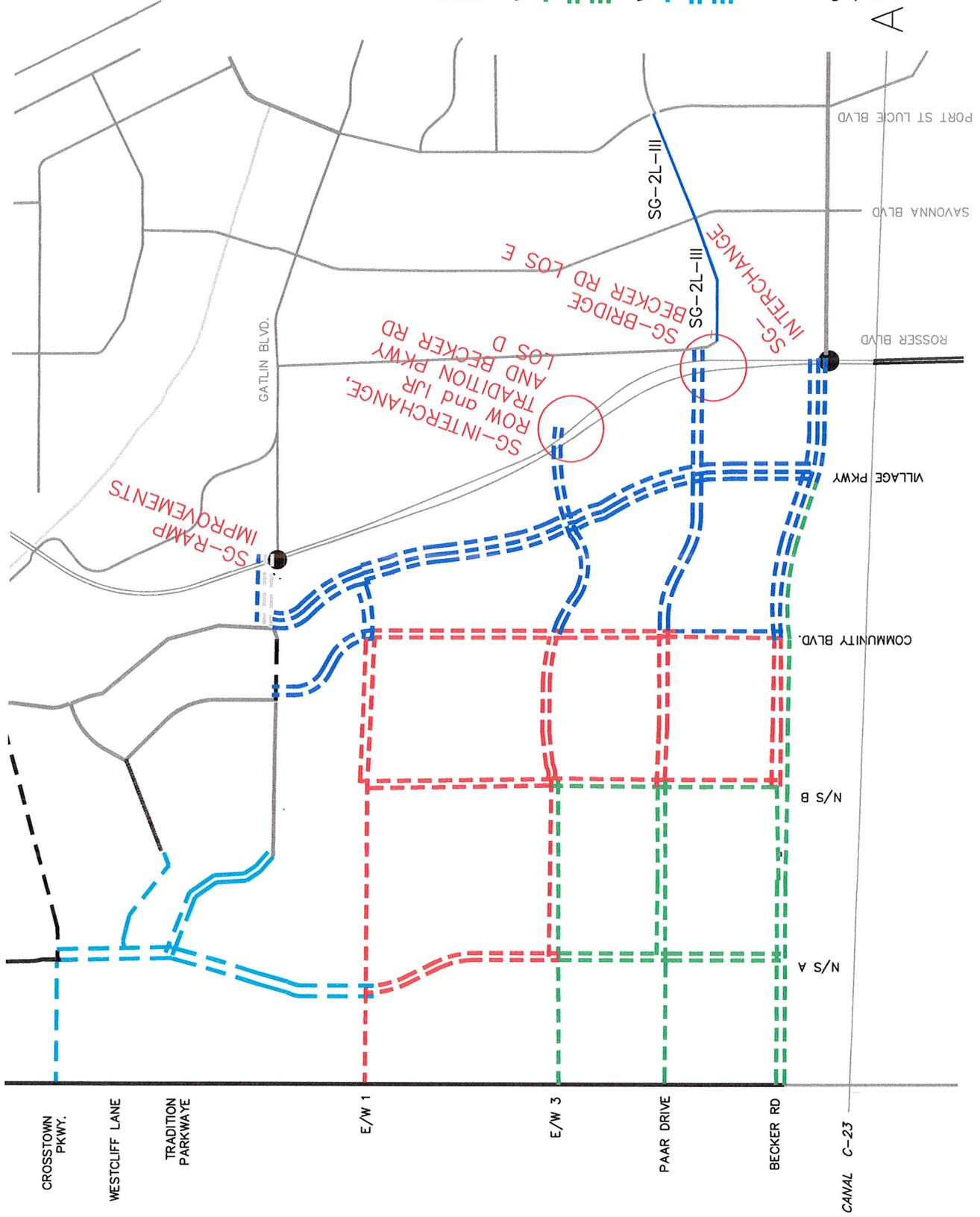
Conditions 23 to 31: Other Issues

- Intersection lane geometry
- Traffic study for Interchange at E/W 3. In accordance with the Second Capacity Agreement, this condition has been satisfied.
- Provisions for an interchange at E/W. In accordance with the Second Capacity Agreement, this condition has been satisfied.
- Monitoring for ramps and interchanges at Becker Road and Tradition Parkway. In accordance with the Second Capacity Agreement, this condition has been satisfied.
- All roads expressly addressed in the transportation conditions of this Development Order shall be open to the public.
- Biennial Status Report is required.
- In the event that a transportation improvement which the Developer is required to provide pursuant to this Development Order is instead provided by a dependent or independent special district, the improvement shall be deemed to have been provided.
- The Developer shall be responsible for mitigation of all environmental impacts within the rights of way for roads constructed as part of the Western Grove DRI.
- The Developer shall plat all roads constructed and designed by the Developer within the Western Grove DRI that are to be turned over to and accepted by the City, including portions of Tradition Parkway, Fern Lake Avenue, N/S A, Crosstown Parkway and Westcliffe Lane. The Developer may plat portions of each road in segments as the road is to be constructed, and plats are only required for construction of the full improvements to the road or road segment. To the extent that the right-of-way for any such road segment has been or will be dedicated to the City, the City agrees to cooperate with the Developer to plat said roads and to join in the plat to the extent required by law.

SWAA ROAD ASSIGNMENTS

LEGEND

Riverland Kennedy	Two Lanes
	Four Lanes
	Six Lanes
Southern Grove	Two Lanes
	Four Lanes
	Six Lanes
Wilson Groves	Two Lanes
	Four Lanes
	Six Lanes
Western Grove	Two Lanes
	Four Lanes
	Six Lanes



SW ANNEXATION AREA - INTERNAL ROAD AND WESTERN GROVE ROADWAY DISTRIBUTIONS

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			
Roadway Construction			Measured Total			Southern Grove			Riverland/Kennedy			Western Grove			Wilson Groves			Calculated
Road	From	To	Length (miles)	Ultimate Lanes (number)	Lane Miles	Length (miles)	Lanes (number)	Lane Miles	Length (miles)	Lanes (number)	Lane Miles	Length (miles)	Lanes (number)	Lane Miles	Length (miles)	Lanes (number)	Lane Miles	Total Lane Miles
Tradition Parkway	I-95	Village Parkway	0.4	2	0.80	0.40	2	0.80										0.80
Village Parkway	Tradition Parkway	E/W 1	0.77	6	4.62	0.77	6	4.62										4.62
Village Parkway	E/W 1	E/W 3	1.54	6	9.24	1.54	6	9.24										9.24
Village Parkway	E/W 3	Paar Drive	0.96	6	5.76	0.96	6	5.76										5.76
Village Parkway	Paar Drive	Becker Road	0.69	6	4.14	0.69	6	4.14										4.14
Community Boulevard	Tradition Parkway	E/W 1	0.86	4	3.44	0.86	4	3.44	0.86	0	0.00							3.44
Community Boulevard	E/W 1	E/W 3	1.28	4	5.12	1.28	0	0.00	1.28	4	5.12							5.12
Community Boulevard	E/W 3	Paar Drive	0.78	4	3.12	0.78	0	0.00	0.78	4	3.12							3.12
Community Boulevard	Paar Drive	Becker Road	0.74	4	2.96	0.74	2	1.48	0.74	2	1.48							2.96
N/S B	E/W 1	E/W 3	1.27	4	5.08				1.27	4	5.08							5.08
N/S B	E/W 3	Paar Drive	0.78	4	3.12				0.78	2	1.56				0.78	2	1.56	3.12
N/S B	Paar Drive	Becker Road	0.74	4	2.96				0.74	2	1.48				0.74	2	1.48	2.96
N/S A	E/W 1	E/W 3	1.33	4	5.32				1.33	4	5.32							5.32
N/S A	E/W 3	Paar Drive	0.78	4	3.12										0.78	4	3.12	3.12
N/S A	Paar Drive	Becker Road	0.74	4	2.96										0.74	4	2.96	2.96
E/W 1	Village Parkway	Community Boulevard	0.35	4	1.40	0.35	4	1.40										1.40
E/W 1	Community Boulevard	N/S B	1.06	4	4.24				1.06	4	4.24							4.24
E/W 1	N/S B	N/S A	1.36	2	2.72				1.36	2	2.72							2.72
E/W 1	N/S A	Range Line Road	0.63	2	1.26				0.63	2	1.26							1.26
E/W 3	I-95	Village Parkway	0.62	4	2.48	0.62	4	2.48										2.48
E/W 3	Village Parkway	Community Boulevard	0.80	4	3.20	0.80	4	3.20										3.20
E/W 3	Community Boulevard	N/S B	1.07	4	4.28				1.07	4	4.28							4.28
E/W 3	N/S B	N/S A	1.15	4	4.60				1.15	2	2.30				1.15	2	2.30	4.60
E/W 3	N/S A	Range Line Road	0.86	2	1.72										0.86	2	1.72	1.72
Paar Drive	I-95	Village Parkway	0.77	4	3.08	0.77	4	3.08										3.08
Paar Drive	Village Parkway	Community Boulevard	1.14	4	4.56	1.14	4	4.56										4.56
Paar Drive	Community Boulevard	N/S B	1.05	4	4.20				1.05	4	4.20							4.20
Paar Drive	N/S B	N/S A	1.15	4	4.60										1.15	4	4.60	4.60
Paar Drive	N/S A	Range Line Road	0.86	2	1.72										0.86	2	1.72	1.72
Becker Road	I-95	Village Parkway	0.84	6	5.04	0.84	6	5.04										5.04
Becker Road	Village Parkway	Community Boulevard	1.12	6	6.72	1.12	4	4.48	1.12	0	0.00				1.12	2	2.24	6.72
Becker Road	Community Boulevard	N/S B	1.05	6	6.30				1.05	4	4.20				1.05	2	2.10	6.30
Becker Road	N/S B	N/S A	1.15	4	4.60										1.15	4	4.60	4.60
Becker Road	N/S A	Range Line Road	0.86	4	3.44										0.86	4	3.44	3.44
N/S A	Crosstown Parkway	Westcliffe Lane	0.46	4	1.84							0.46	4	1.84				1.84
N/S A	Westcliffe Lane	Tradition Parkway	0.34	4	1.36							0.34	4	1.36				1.36
N/S A	Tradition Parkway	E/W 1	1.48	4	5.92							1.48	4	5.92				5.92
Tradition Parkway	School Site	Fern Lake Avenue	0.44	4	1.76							0.44	4	1.76				1.76
Tradition Parkway	Fern Lake Avenue	N/S A	0.62	4	2.48							0.62	4	2.48				2.48
Crosstown Parkway	N/S A	Range Line Road	0.88	2	1.76							0.88	2	1.76				1.76
Westcliffe Lane	Terminus	N/S A	1.00	2	2.00							1.00	2	2.00				2.00
Total Constructed Lane Miles					149.04			53.72			46.36			17.12			31.84	149.04
Total Development External PM Peak Trips Per WATS					46,186			17,061			14,372			4,571			10,182	46,186
Percent Trips					100%			37%			31%			10%			22%	100%
Distributed Lane Miles (Total Constructed Lane Miles x Percent Trips)					149.04			55.06			46.38			14.75			32.86	149.04
Lane Mile Difference (Distributed - Constructed)					0.00			1.34			0.02			-2.37			1.02	

Using External PM Peak Trips Per WATS - Developer Builds

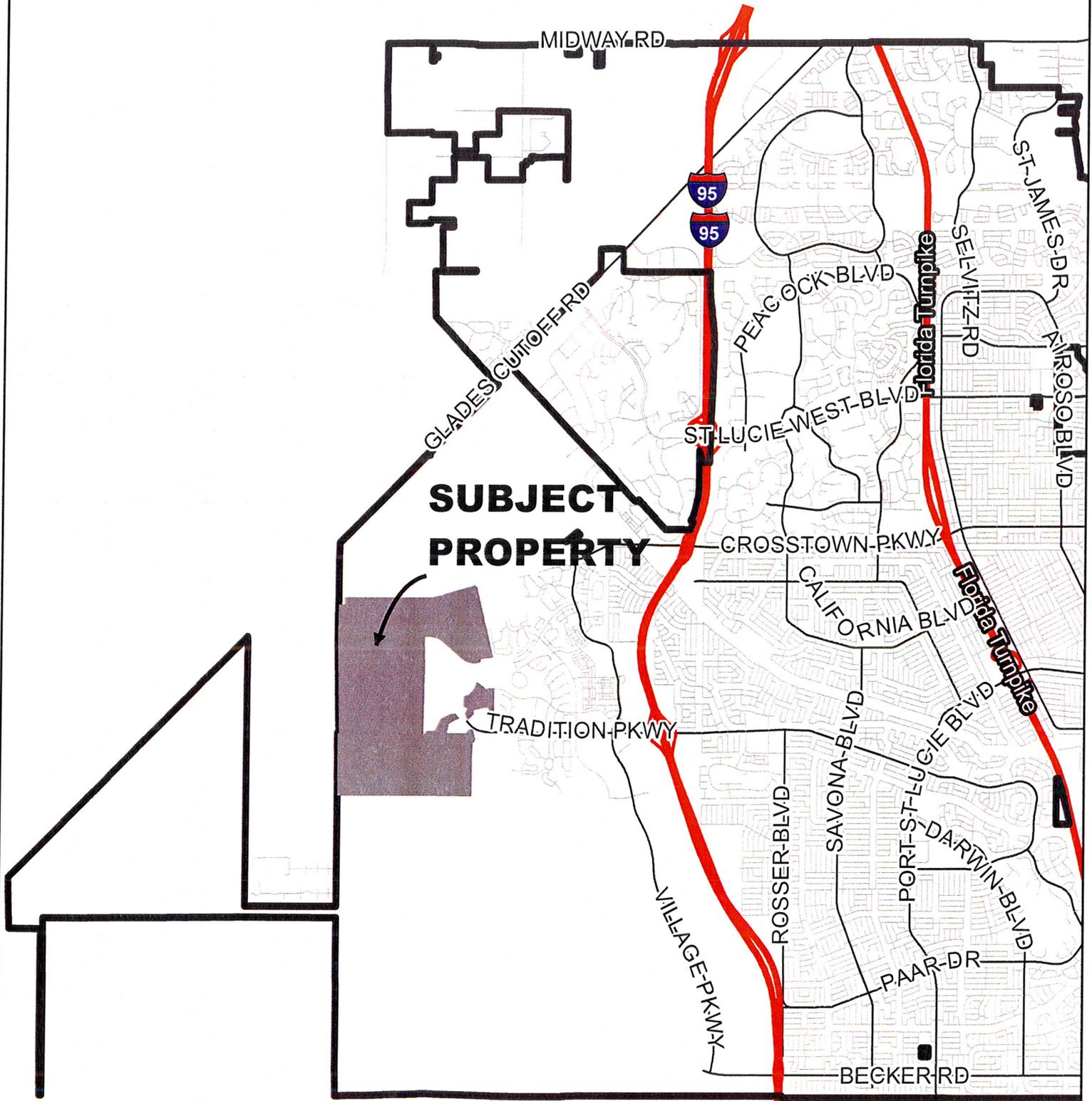
1.34 lane miles less than even

0.02 lane miles less than even

2.37 lane miles over even

1.02 lane miles less than even

GENERAL LOCATION



**SUBJECT
PROPERTY**



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

DEVELOPMENT OF REGIONAL IMPACT

WESTERN GROVE

WESTERN GROVE DRI

DATE: 11/16/2015

APPLICATION NUMBER:
P15-142

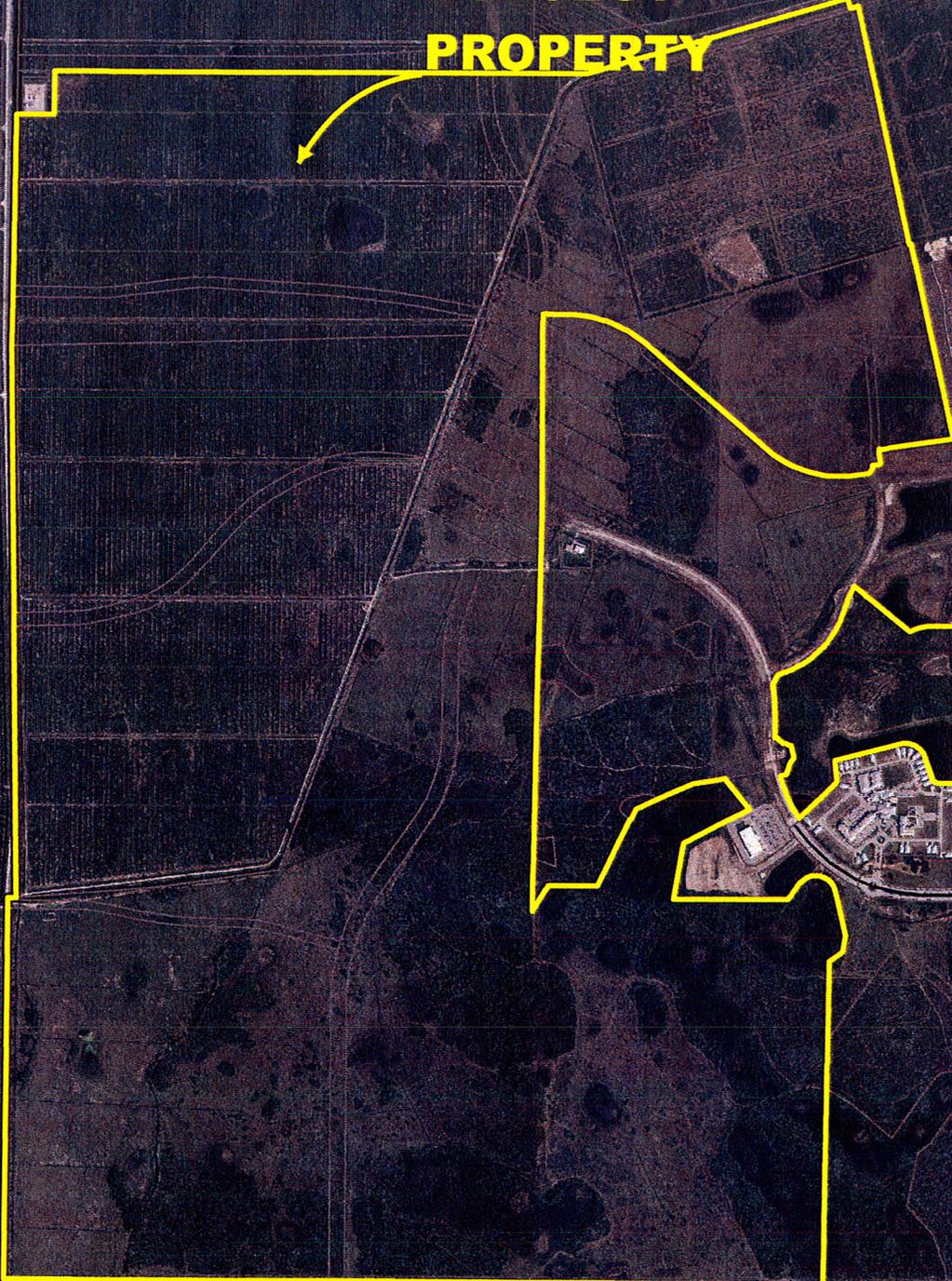
USER:
patricias

SCALE: 1 in = 1.5 miles

AERIAL



**SUBJECT
PROPERTY**



TRADITION PKWY



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

DEVELOPMENT OF REGIONAL IMPACT

WESTERN GROVE

WESTERN GROVE DRI

AERIAL DATE 2014

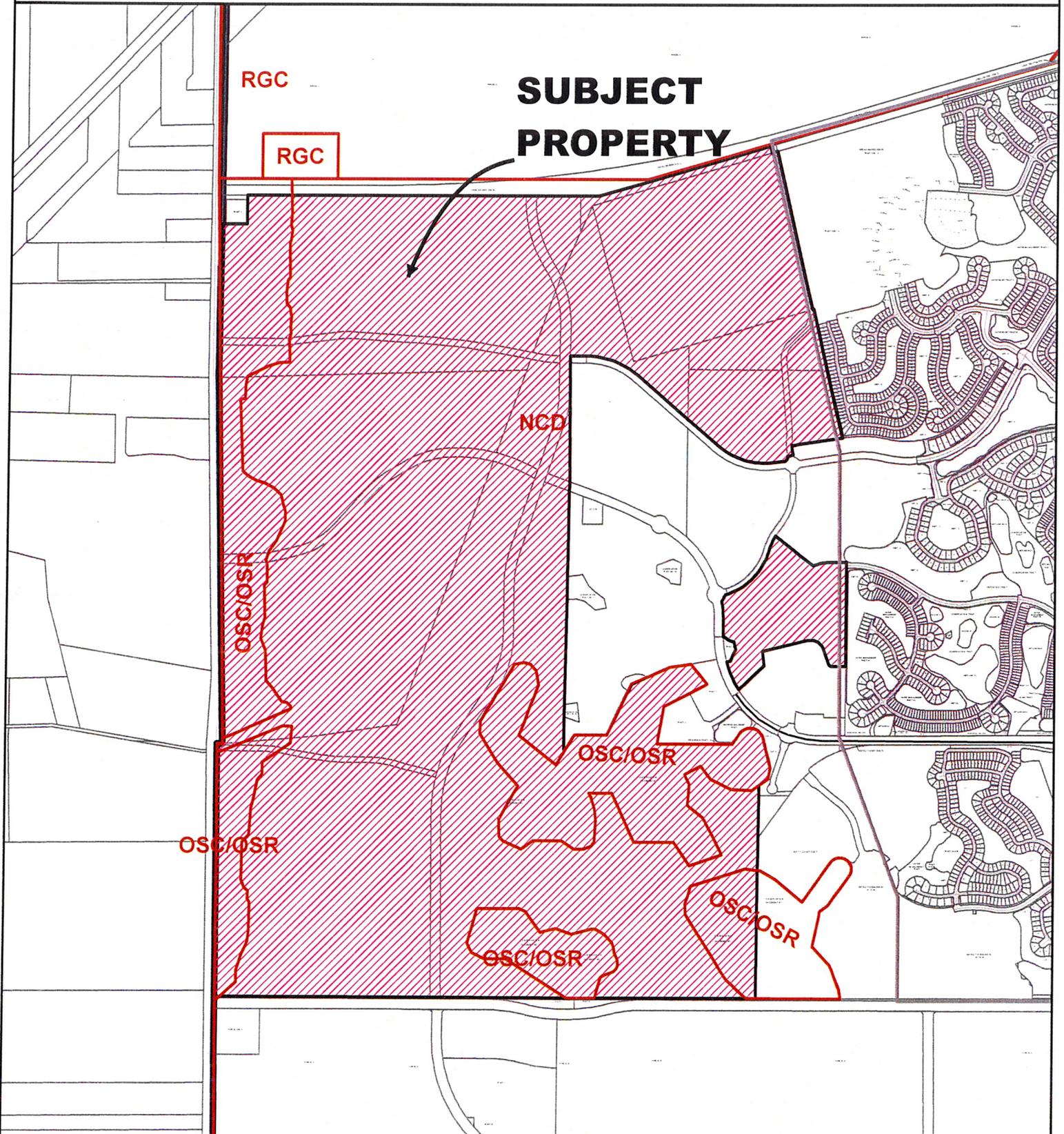
DATE: 11/16/2015

APPLICATION NUMBER:
P15-142

USER:
patricias

SCALE: 1 in = 1,700 ft

FUTURE LAND USE



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

DEVELOPMENT OF REGIONAL IMPACT

WESTERN GROVE
WESTERN GROVE DRI

DATE: 11/16/2015

APPLICATION NUMBER:
P15-142

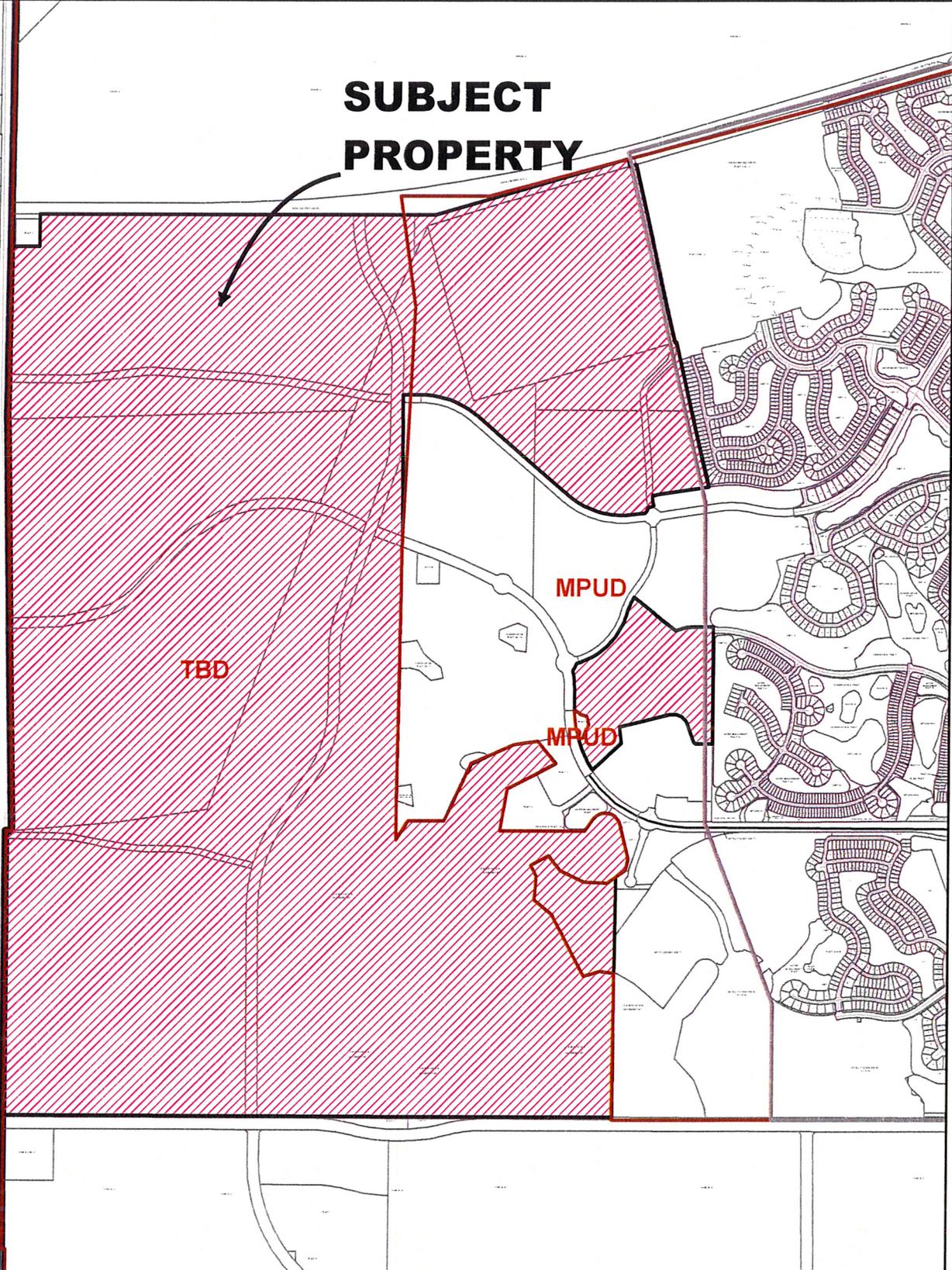
USER:
patricias

SCALE: 1 in = 1,900 ft

EXISTING ZONING



**SUBJECT
PROPERTY**



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

DEVELOPMENT OF REGIONAL IMPACT
WESTERN GROVE
WESTERN GROVE DRI

DATE: 11/16/2015
APPLICATION NUMBER:
P15-142
USER: patricias
SCALE: 1 in = 1,900 ft

STATE OF FLORIDA
DEPARTMENT OF ECONOMIC OPPORTUNITY
DIVISION OF COMMUNITY PLANNING & DEVELOPMENT
The Caldwell Building, MSC 160
107 East Madison Street
Tallahassee, Florida 32399

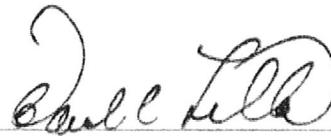
**NOTIFICATION OF A PROPOSED CHANGE TO A PREVIOUSLY APPROVED
DEVELOPMENT OF REGIONAL IMPACT (DRI)
SUBSECTION 380.06(19), FLORIDA STATUTES**

Subsection 380.06(19), Florida Statutes, requires that submittal of a proposed change to a previously approved DRI be made to the local government, the regional planning agency, and the state land planning agency according to this form.

I, David Feltman, the undersigned owner/authorized representative of Tradition Land Company, LLC (developer) hereby give notice of a proposed change to a previously approved Development of Regional Impact in accordance with Subsection 380.06(19), Florida Statutes. In support thereof, I submit the following information concerning the Western Grove DRI (original & current project names) development which information is true and correct to the best of my knowledge. I have submitted today, under separate cover, copies of this completed notification to the City of Port Saint Lucie, (local government) to the Treasure Coast Regional Planning Council and to the Division of Community Development, Department of Economic Opportunity.

08/31/15

(Date)



(Signature)

Tradition Land Company, LLC
10489 SW Meeting Street
Port St. Lucie, FL 34987

July 28, 2015

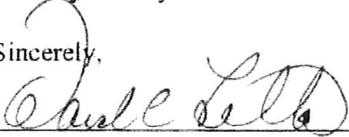
Ms. Patricia Tobin, Planning Director
Planning & Zoning Department
City of Port St. Lucie
121 S.W. Port St. Lucie Boulevard, Building B
Port St. Lucie, FL 34984-5099

Re: Western Grove & Tradition – OWNER’S AUTHORIZATION
(LA 15-006 WCI Western Grove & Tradition FLUMA & NOPC)

To Whom It May Concern:

As owner of the property referenced above, please consider this correspondence as formal authorization for Steven Garrett, Lucido & Associates, to represent Tradition Land Company, LLC during the governmental review process for the above noted project.

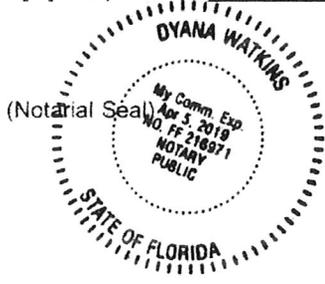
Thank you for your attention to this matter.

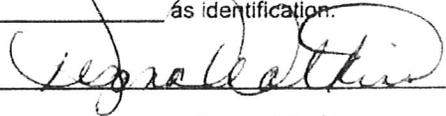
Sincerely,


David Feltman, Tradition Land Company

STATE OF FLORIDA
COUNTY OF PINELLAS

The foregoing was acknowledged before me this 28th day of July, 2015, by David Feltman of Tradition Land Company, LLC. He/She [] is personally known to me or [] has produced _____ as identification.





(Print Name) Dyana Watkins
NOTARY PUBLIC
My Commission Expires:

Existing Map H

EXHIBIT "B" TO EXHIBIT "1" WESTERN GROVE

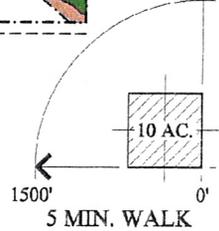
LEGEND

- RESIDENTIAL INCLUDING SCHOOL & SUPPORT FACILITIES, CIVIC, ^{1/} INSTITUTIONAL, CIVIC, ^{2/} PARKS/ RECREATIONAL, PLACES OF WORSHIP, CONSERVATION/ MITIGATION
 - SCHOOL
 - NEIGHBORHOOD VILLAGE CENTER INCLUDING COMMERCIAL, OFFICE, INSTITUTIONAL, CIVIC, ^{1/} PARKS/ RECREATIONAL, RESIDENTIAL, PLACES OF WORSHIP, CONSERVATION/ MITIGATION
 - POWER SUB-STATION
 - EXISTING RIGHT-OF-WAY
 - PROPOSED MAJOR RIGHT-OF-WAY ^{2/}
 - PROPOSED SECONDARY RIGHT-OF-WAY ^{2/}
 - UTILITY BASEMENT
 - STORMWATER MANAGEMENT ^{2/}
 - OPEN SPACE / URBAN RUFFER / PARK
 - CONSERVATION TRACT (CT-#)
 - URBAN WETLAND
- NOTES:
^{1/} CIVIC USES INCLUDE SCHOOL & SUPPORT FACILITIES AS WELL AS CULTURAL FACILITIES.
^{2/} PROPOSED RIGHTS-OF-WAY AND STORMWATER MANAGEMENT PONDS SHOWN FOR ILLUSTRATION ONLY. LOCATIONS SUBJECT TO CHANGE.

CONSERVATION TRACTS			
LABEL	UPLAND	WETLAND TOTAL	
CT-1	15.33	16.28	31.61
CT-2	14.81	23.39	38.20
CT-3	62.78	76.02	138.80
CT-4	1.20	5.18	6.38
CT-5	2.24	9.99	12.23
CT-6	0.69	2.90	3.59
CT-7	1.38	4.11	5.49
CT-8	0.69	2.22	2.91
CT-9	0.97	3.74	4.71
CT-10	0.84	3.12	3.96
CT-11	0.99	2.27	3.26
CT-12	3.05	1.46	4.51
TOTAL	164.30	149.70	314.00



ATTACHMENT "E": PROPOSED DRI DEVELOPMENT ORDER CONDITIONS OF APPROVAL

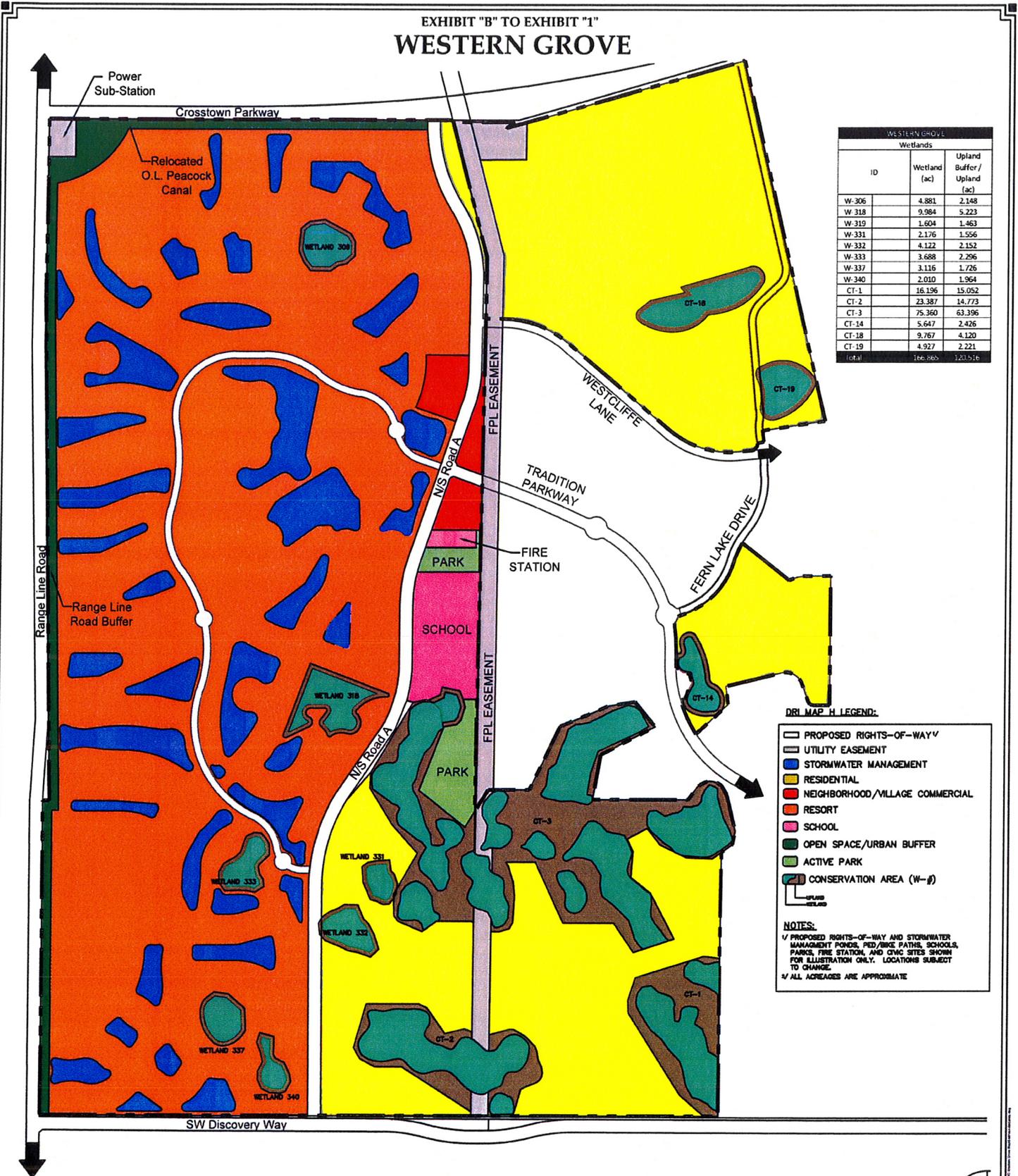


- Tradition Development Company, LLC
Owner
- Canin Associates, Inc.
Planning & Landscape Architecture
- Fishkind & Associates, Inc.
Economics
- EDC
Civil Engineers
- Pinder Troutman Consulting, Inc.
Traffic
- Ruden McClosky
Legal
- Vanasse Hangen Brustlin, Inc.
Environmental

Map H (Revised)
Master Development Plan

Proposed Map H

EXHIBIT "B" TO EXHIBIT "1" WESTERN GROVE



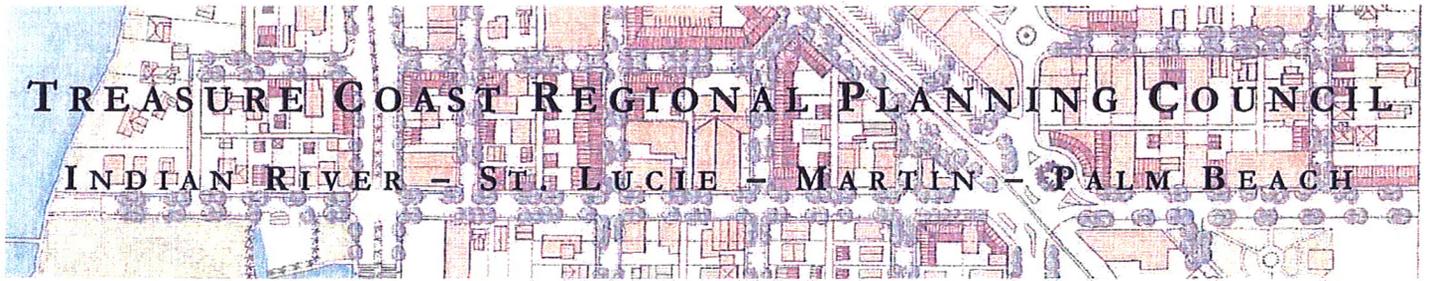
WESTERN GROVE		
Wetlands		
ID	Wetland (ac)	Upland Buffer / Upland (ac)
W-306	4.881	2.148
W-318	9.984	5.223
W-319	1.604	1.463
W-331	2.176	1.556
W-332	4.122	2.152
W-333	3.688	2.296
W-337	3.116	1.726
W-340	2.010	1.964
CT-1	16.196	15.052
CT-2	23.387	14.773
CT-3	75.360	63.396
CT-14	5.647	2.426
CT-18	9.767	4.120
CT-19	4.927	2.221
Total	166.965	120.516

DRI MAP H LEGEND:

- PROPOSED RIGHTS-OF-WAY
- UTILITY EASEMENT
- STORMWATER MANAGEMENT
- RESIDENTIAL
- NEIGHBORHOOD/VILLAGE COMMERCIAL
- RESORT
- SCHOOL
- OPEN SPACE/URBAN BUFFER
- ACTIVE PARK
- CONSERVATION AREA (W-#)
- UPLAND WETLAND

NOTES:

- ✓ PROPOSED RIGHTS-OF-WAY AND STORMWATER MANAGEMENT PONDS, FPD/RICE PATHS, SCHOOLS, PARKS, FIRE STATION, AND CIVIC SITES SHOWN FOR ILLUSTRATION ONLY. LOCATIONS SUBJECT TO CHANGE.
- ✓ ALL ACRES ARE APPROXIMATE



October 14, 2015

Ms. Patricia A. Tobin, AICP
Director of Planning & Zoning
City of Port St. Lucie Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984

Subject: Tradition Development of Impact Notice of Proposed Change
Western Grove Development of Impact Notice of Proposed Change

Dear Ms. ^{Pat}Tobin:

In accordance with the requirements of Section 380.06(19), Florida Statutes, Council has reviewed the Tradition Development of Regional Impact (DRI) Notice of Proposed Change (NOPC) and the Western Grove DRI NOPC. The NOPCs propose the following major changes:

- Transfer 348 acres from Tradition DRI to Western Grove DRI;
- Reduce the number of approved residential dwelling units (DU) in the Tradition DRI by 955 DU, from 6,945 to 5,990 DU;
- Reduce the number of approved residential DU in the Western Grove DRI by 62 DU, from 4,062 to 4,000 DU;
- Reduce the amount of approved retail square footage (SF) in the Western Grove DRI by 165,904 SF, from 365,904 to 200,000 SF;
- Reduce the amount of approved office square footage (SF) in the Western Grove DRI by 200,906 SF, from 250,906 to 50,000 SF;
- Revise the transportation conditions to reflect the developer is contributing its proportionate fair share of the improvements;
- Remove Tradition Parkway and two east-west collector roads proposed to connect N/S Road A and Range Line Road in the Western Grove DRI;
- Delete Condition 23 in the Western Grove DRI, which would have required roadway improvements to Range Line Road in Martin County under certain conditions;
- Delete Conditions 55-57 in the Western Grove DRI addressing the need for affordable housing; and
- Extend the buildout date from December 31, 2025 to March 2032 for the Tradition DRI and from March 26, 2030 to December 31, 2040 for the Western Grove DRI.

"Bringing Communities Together" • Est.1976

421 SW Camden Avenue - Stuart, Florida 34994
Phone (772) 221-4060 - Fax (772) 221-4067 - www.tcrpc.org

Ms. Patricia A. Tobin, AICP

October 14, 2015

Page Two

Council has reviewed the proposed changes and agrees that additional regional impacts are not created by the transfer of acreage from the Tradition DRI to the Western Grove DRI; reduction in residential density; reduction in retail square footage; reduction in office square footage; and extension of buildout dates. However, several of the proposed changes, such as the proposal to remove Tradition Parkway and two additional rights-of-way connecting N/S Road A and Range Line Road in the Western Grove DRI, have the potential to negatively impact regional resources and facilities.

The Strategic Regional Policy Plan calls for a network of streets and a regional transportation system that integrates different modes of travel into one balanced system that supports community goals, enhances urban life, increases mobility, and provides for the safe and efficient movement of goods and people. The proposal to eliminate the right-of-way for Tradition Parkway and the two east-west collectors is inconsistent with the following regional policies:

Policy 7.1.1.1: Reserve and protect sufficient road right-of-way on the regional roadway network to provide for an efficient multi-modal transportation system.

Policy 7.1.2.5: Develop a regional roadway system of predictably spaced and interconnected east-west, north-south streets. Ideally, streets should be spaced every one-quarter to one-half mile to offer multiple route choices, disperse traffic, and discourage local travel on interstates and arterials.

Policy 7.1.3.1: Encourage patterns and forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region's collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

Policy 7.1.3.2: Plan and design new development and redevelopment to provide complementary interconnections for pedestrians and public transportation within and between residential areas, schools, employment and retail centers, recreational areas and other public facilities.

This issue is not resolved by a traffic analysis. It is related to establishing a strong network of interconnected streets in this western area of the city. To that end, Council recommends the rights-of-way for Tradition Parkway and the two east-west collector roads connecting N/S Road A and Range Line Road remain in the plan. These roads provide a strong framework for a well-defined network of streets. Ideally, the plan should have a network of streets spaced every ¼ to ½ mile to improve public safety and options for transit and other modes of transportation. Maintaining the existing rights-of-way for Tradition Parkway and the two east-west collectors provides a good basis for establishing a finer grain network of streets. Such a network will achieve a more sustainable community design and better-contribute to meeting the long-term transportation needs of this area of the city.

Ms. Patricia A. Tobin, AICP
October 14, 2015
Page Three

Attached correspondence from the Florida Department of Transportation (FDOT) also emphasizes the importance retaining Tradition Parkway in the plan. FDOT has recommended that the entire internal roadway network ultimately be constructed as originally planned to ensure the operational integrity of I-95 and its interchanges within this portion of the city.

Another concern with the Western Grove DRI NOPC is the proposal to delete Condition 23, which addresses roadway improvements outside the City of Port St. Lucie. Condition 23 requires roadway improvements to Range Line Road from Martin Highway to Becker Road when impacted by a specified trip threshold. This affects a segment of Range Line Road in Martin County, which is not mitigated by the developer paying its proportionate fair share of the improvements to the city. The NOPC states that Condition 23 is being deleted, because the project does not significantly impact Range Line Road south of Becker Road. However, if this holds true, then the specified trip threshold will not be reached. In order to ensure there is adequate mitigation for impacts to the regional roadway network in Martin County, Council recommends the city not delete Condition 23 from the Western Grove DRI development order.

An additional concern with the Western Grove DRI NOPC is the proposal to delete Conditions 55-57 addressing the need for affordable housing. A key element of these conditions is an agreement by the developer to provide voluntary support for affordable housing by means of a local condition. The deletion of these conditions will require individuals to unnecessarily drive a significant distance to obtain affordable housing. A diversity of housing types and affordabilities should be made available within the project site and western annexation area. The project should not rely on housing east of I-95 to serve the project. In order to ensure the issue of affordable housing is adequately addressed, Council recommends the city not delete Conditions 55-57 from the Western Grove DRI development order.

Please give full consideration to the comments from FDOT. Also, please copy Council on all correspondence concerning these NOPCs. If the development orders are amended, please transmit certified copies of the adopted development order amendments pursuant to these NOPCs.

If you have any questions please do not hesitate to contact me.

Sincerely,



Michael J. Busha, AICP
Executive Director

MJB/PGM:pgm

Attachments

Ms. Patricia A. Tobin, AICP

October 14, 2015

Page Four

cc: James Stansbury, Florida Department of Economic Opportunity
Anne Cox, City of Port St. Lucie
Roxanne Chesser, City of Port St. Lucie
Leslie Olson, St. Lucie County
Nicki van Vonno, Martin County
Don Donaldson, Martin County
Beth Beltran, Martin County MPO
Steven C. Braun, Florida Department of Transportation
Chon Wong, Florida Department of Transportation
Steven D. Garrett, Authorized Agent



Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

JIM BOXOLD
SECRETARY

January 26, 2016

Mr. Mike McDaniel
Florida Department of Economic Opportunity
Division of Community Development
Chief, Office of Comprehensive Planning
Caldwell Building, MSC 160
107 E. Madison Street
Tallahassee, FL 32399

**SUBJECT: Western Grove Development of Regional Impact (DRI)
Notice of Proposed Change (NOPC), August 31, 2015 – Response to Comments
City of Port St Lucie, St Lucie County**

Dear Mr. McDaniel:

We have reviewed the Applicant's responses to the Department's previous comments issued on the submitted Notice of Proposed Change of the Western Grove Development of Regional Impact (DRI), dated August 31, 2015. The Applicant's responses were dated December 14, 2015.

The Western Grove DRI is located west of I-95, east of Range Line Road, south of Crosstown Parkway, and north of SW Discovery Way. It is one of four DRIs (not including Tradition DRI) located in the Western Annexation Area (WAA) of the City of Port St Lucie, and has a current buildout date of 2030.

The Applicant is requesting the following changes as summarized in the table below.

Land Use	Approved Development Intensity	Proposed Change for Western Grove DRI	Proposed Change from Tradition DRI	Proposed Development Intensity
Residential (d.u.)	4,062	-1,017	+955	4,000
Retail (sq ft)	365,904	-165,904	0	200,000
Office (sq ft)	250,906	-200,906	0	50,000
K-8 School (students)	1,600	0	0	1,600
Institutional (sq. ft.)	54,450	0	0	54,450
Park (acres)	25	0	0	25

- Transfer of 348 acres from Tradition DRI to Western Grove DRI
- Add 955 residential dwelling units previously approved in the Tradition DRI.
- Reduce Western Grove's currently approved number of dwelling units by 1,017 units.
- Reduce the amount of Retail square footage by 165,904 square feet.
- Reduce the amount of Office square footage by 200,906 square feet.
- Extend the buildout from March 26, 2030 to December 31, 2040 (a total of 10 years, 9 months, and 5 days).
- Removing Tradition Parkway from the internal roadway network between N/S Road/ Road "A" and Range Line Road.

As a result of these proposed modifications, several Development Order changes are proposed that affect Strategic Intermodal System (SIS) facilities. The original comments prepared by the District and the Applicant's responses are replicated below, followed by a reply.

- 1) The proposed new Condition #18 includes the following sentence: "*City of Port St Lucie has no obligation to build the roadway improvements listed in Exhibit E.*" Not building the complete Western Annexation Area Traffic Study (WATS) roadway network that was the basis of identifying the roadway improvements will result in unmitigated impacts to roadways, including I-95 and nearby interchanges, as traffic has fewer routes to complete their trip. Further, not building the WATS network will likely result in more interchange-to-interchange trips. It is recommended that the WATS roadway network of internal roadways be constructed as planned and analyzed in the traffic study.

Response: *The referenced sentence has been deleted from the Development Order.*

FDOT Reply: Acknowledged.

- 2) The proposed new Condition #21 includes the following sentence: "*...However, additional transportation mitigation beyond the required improvements listed in Tables 1 through 3 in this Development Order shall not be required of Developer as a result of this collaboration.*" Referring to monitoring conditions on I-95 and at the interchanges, this condition effectively exempts the Developer from having to improve conditions on a SIS facility that it directly impacts. It is recommended that this sentence be stricken from the Condition. Such language is not present in the Development Orders of the other DRIs that comprise the Western Annexation Area.

Response: *Western Grove does not impact any SIS facilities. Proposed Condition 21 is identical to the condition approved for the Riverland/Kennedy DRI, a project three times larger than the Western Grove DRI. The condition from the Riverland/Kennedy DRI is attached to this response to comments. Wilson Groves, Tradition, and Verano do not have this condition in their Development Orders. Western Grove does not significantly impact SIS facilities, but is proposing construction of a 2.2-mile facility parallel to I-95. This road will act as a north-south corridor to divert traffic away from I-95. Further, analysis of the Crosstown Parkway and Tradition Parkway interchanges was performed. The failing movements at the interchanges are not a result of Western Grove trips. The improvements identified are all movements that are projected to be minimally utilized by Western Grove traffic. Therefore, the language proposed is consistent with other DRIs in the area and is specifically appropriate for this DRI that does not impact SIS facilities, but is creating a regional north-south facility to mitigate its impacts. Please refer to Attachment A – 'Exhibit B' Adopted Riverland/Kennedy DRI language.*

FDOT Reply: The Department continues to encourage the Applicant and the City of Port St Lucie to strike this sentence from the new proposed Condition #21. By exempting the Western Grove DRI from additional transportation mitigation beyond that listed in Tables 1 through 3, the City would render Western Grove immune from mitigating future impacts to SIS and non-SIS facilities not listed in those three tables. Please note that under the Local Government Development Order section of Florida Statute 380.06, pursuant to FS 380.06(15)(c)6(e)2, “A local government shall not approve a development of regional impact that does not make adequate provision for the public facilities needed to accommodate the impacts of the proposed development unless the local government includes in the development order a commitment by the local government to provide these facilities consistently with the development schedule approved in the development order;...”

- 3) The submitted traffic analysis of 2040 conditions and roadway needs is summarized in Table 15. It indicates significant impacts along Crosstown Parkway and Tradition Parkway at their respective interchanges with I-95. Because roadway widening is needed for the cross streets to mitigate the DRI’s traffic impact, analyses of the ramp termini are necessary to ensure that the interchanges will operate acceptably and traffic will not spillback along the ramps to affect the I-95 mainline.

Response: The project is contributing more than its proportionate share of improvements towards the regional road network. While the impacts to the interchanges are not specifically mitigated, the impacts are mitigated through proportionate share and construction of surrounding facilities. Specifically, the project is constructing a 2.2-mile north-south arterial roadway parallel to I-95 that will relieve the over-capacity movements at the interchange. Further, the project is proposing a reduction of about 18,000 daily trips, which significantly reduces the impacts of the proposed project as compared to the existing approved project.

FDOT Reply: As noted in the revised traffic analysis, dated November 2015, and summarized in Table 17, the Western Grove DRI continues to significantly impact Crosstown Parkway and Tradition Parkway at their respective interchanges with I-95. Additional traffic analysis summarized in Table 19 indicates that Tradition Parkway will need to be widened to 8 lanes through the I-95 interchange to mitigate the project’s adverse impacts. Finally, an interchange analysis was summarized in Table 26. It indicates that “Both interchanges will need improvements. The Crosstown Parkway interchange is projected to need a second northbound right-turn lane.... The interchange at Tradition Parkway.... requires a third eastbound left-turn lane and a third southbound right-turn lane.” [page 54, Notice of Proposed Change Traffic Analysis – Western Grove DRI, revised November 2015]

According to the traffic analysis, these interchange and arterial improvements are needed even with the construction of the 2.2-mile north-south arterial; the proposed development intensity changes; and the proposed buildout extension to 2040. As a result, please include a condition in the Development Order regarding the proportionate share cost of the noted arterial and interchange turn lane improvements.

- 4) The proposed removal of Tradition Parkway from N/S Road/Road “A” to Range Line Road affects the internal circulation and traffic pattern of the Western Annexation Area. Drivers have fewer and different routes to complete trips than what the development order conditions are predicated. This could result in unmitigated traffic impacts to the remaining roadway segments, including I-95 and its interchanges. It is recommended that the WATS roadway network of internal roadways be constructed as planned and analyzed in the traffic study to avoid unrealized transportation impacts.

Response: The DRI is reducing its impacts by about 18,000 daily trips. This results in significantly fewer trips on the regional roadway network including I-95. The DRI is reducing residential dwelling units. The DRI is reducing non-residential uses. The DRI is reducing the intensity of its residential uses by converting a minimum of 1,400 dwelling units to age-restricted dwelling units. Additional roadway analysis was conducted with the extension of Tradition Parkway from Rangeline Road to North-South A. The proposed changes in the road network do not impact SIS facilities (I-95) in the study area as shown in the below table. The traffic study analyzed the entire Western Annexation Area and also determined that all impacts as a result of network changes are mitigated. There will not be unmitigated impacts as a result of the proposed network changes.*

**The referenced tabular summary is not included in the restated response. A hard copy of the table is available in the submitted response to comments, dated December 14, 2015.*

FDOT Reply: The Department has consistently expressed concern to each of the DRIs comprising the WAA, as well as to the City of Port St Lucie and the Treasure Coast Regional Planning Council, that modifying the Western Annexation Area Traffic Study (WATS) roadway network that was originally approved creates the potential for unmitigated transportation impacts. Such potential impacts are the result of fewer routes to complete a trip and cause more interchange-to-interchange trips.

It is noted that the City has identified the roadways that comprise the WATS roadway network as being essential transportation infrastructure. Further, it has adopted in its Comprehensive Plan goals, objectives, and policies that support the construction of the WATS network as originally planned. This includes Goal 2.6, which stipulates the City “provide a safe and efficient multimodal transportation system for the western annexation areas”; Objective 2.6.1 which “provide a comprehensive transportation system for the Western Study Area that provides a sufficient roadway grid network that accommodates the planned uses identified in the future land use map”; and Policy 2.6.1.5, which provides “a roadway plan for the Western Annexation Area, as depicted in Transportation Series Map 2, 2035 Needs Assessment Map, will be built as development occurs in the study area and will be financed or constructed by developers as part of the development approval process.” The Department continues to support the construction of the originally approved WATS roadway network of internal roadways as planned and analyzed, and discourages the City from adopting changes to Development Orders that eliminate these conditions.

- 5) The buildout date for Western Grove DRI is proposed to be extended from 2030 to 2040. While partially based on legislative extensions, the Applicant acknowledges that the proposed buildout date greater than 7 years is presumed to be a substantial deviation. However, it is claimed that the submitted traffic analysis indicates there are no additional regional impacts associated with this proposed change.

It is noted that the original development order for Western Grove DRI had a buildout date of 2020. Through legislative action and proposed changes, the proposed buildout date would be 2040, or 20 years beyond the period analyzed in the original WATS. It is recommended that SIS facilities, such as I-95 and its interchanges within the study area, be thoroughly analyzed for 2040 conditions to update and assess how they will operate with all of the proposed changes from the Western Annexation Area DRIs, adjacent DRIs (such as Tradition DRI), and recent land development.

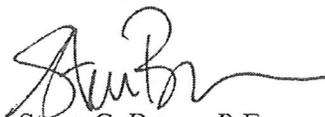
Response: The project does not significantly impact I-95. The changes in the roadway network do not impact the SIS (I-95). The project is reducing its overall use. The project is reducing its intensity by about 18,000 daily trips per day. The updated traffic study provides this analysis.

FDOT Reply: As noted on page 54 of the revised traffic analysis, dated November 2015, the Western Grove DRI significantly impacts Crosstown Parkway and Tradition Parkway at their respective interchanges with I-95. Additional traffic analysis summarized in Table 19 indicates that Tradition Parkway will need to be widened to 8 lanes through the I-95 interchange to mitigate the project's adverse impacts through 2040. Finally, an interchange analysis was summarized in Table 26 indicating the Crosstown Parkway interchange needs a second northbound right-turn lane, while the interchange at Tradition Parkway needs a third eastbound left-turn lane and a third southbound right-turn lane to mitigate the project's impacts through 2040. It is unclear what the impacts are to the merge and diverge areas along I-95 within the study area since those analyses were not included in the revised November 2015 traffic analysis.

Extending the buildout year 20 years (from 2020 to 2040) presents concerns regarding the validity of the original WATS that may be alleviated through additional traffic analyses. The Department requests the traffic analysis for 2040 be satisfactorily provided prior to the approval of the proposed changes to Western Grove's Development Order.

If you have any questions, please feel free to contact Mr. Chon Wong at (954) 777-4659.

Sincerely,



Steve C. Braun, P.E.

District Planning and Environmental Engineer

SB: cw

cc: Michael J. Busha – Executive Director, TCRPC
Lisa Dykstra – Transportation Planning Manager, FDOT, District IV
Shi-Chiang Li – Systems and Policy Planning Supervisor, FDOT, District IV
Stacy Miller – Transportation Development Director, FDOT, District IV
Carmen Monroy – Office of Policy Planning Director, FDOT
James Stansbury – Regional Planning Administrator, DEO
Patricia Tobin – Director of Planning and Zoning, City of Port St Lucie
Chon Wong – Planning Specialist, FDOT, District IV

**BOARD OF
COUNTY
COMMISSIONERS**



**PLANNING & DEVELOPMENT
SERVICES DEPARTMENT**

Planning Division

January 29, 2016

Patti Tobin, AICP
PSL Planning & Zoning Director
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984

Subject: Tradition and Western Groves Development of Regional Impact Notice of Proposed Change

Ms. Tobin,

This letter provides County staff comments on the subject Developments of Regional Impact proposed changes to their respective Development Orders. Both applications were dated August 31, 2015 and revised on December 14, 2015. These are individual DRIs with a portion of their boundary shared and their applications being reviewed concurrently. The proposed changes include the removal of 348.18 acres from the Tradition DRI into the Western Groves DRI. In general, the transfer of acreage from the Tradition DRI to the Western Grove DRI and reduction residential and nonresidential uses will reduce the demands on the regional transportation system.

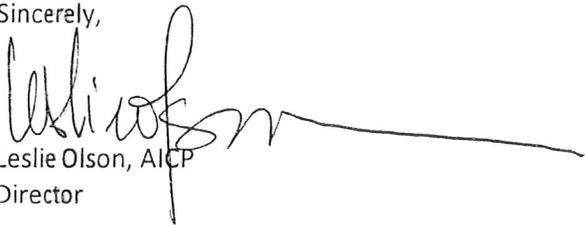
The proposed modification reduces the number of residential units by 955 and nonresidential space by 386, 810 square feet, transfers 348 acres from Tradition DRI to Western Grove DRI, extends the build out date to 2040 and modifies the approved transportation network. Western Grove is one of 4 DRIs that comprise the Western Annexation Area (WAA) and provides proposed transportation network based upon the Western Annexation Area Traffic Study.

1. A portion of the lands being transferred from the Tradition DRI to Western Groves are located within the land area shown on Exhibit C of PSL Resolution 10-R59 that require additional surveys for the Crested Caracara. Please carry the survey requirement for this listed species into the proposed Western Groves DRI Resolution (See Tradition Resolution 10-R59 Section 5.A.2.a).
2. The approved Western Grove Map H provided an interconnected stormwater management system extending along the western and northern perimeter is proposed to be modified to isolated individual ponds. Staff recommends the interconnection stormwater system be maintained for its increased habitat and recreational values.
3. The Western Groves DRI application proposes to eliminate two east-west collector roads due to the overall reduction of trips. The elimination of one of those collector roads, Tradition Parkway, which is part of the Western Annexation Study Area and identified on the County's Thoroughfare Right of Way Protection Map which initially raised concerns. However, based upon Keith and Schnars, P.A. review

of the developments traffic study and their findings that the traffic study demonstrated the extension of Tradition Parkway from N/S Road A to Range Line Road is no longer needed, the County has no objections to its removal.

Please feel free to contact me or Diana Waite, Senior Planner with any questions.

Sincerely,



Leslie Olson, AICP
Director

Cc: Michael J. Busha, Director, Treasure Coast Regional Planning Council
Daniel McIntyre, County Attorney
Craig Hauschild, Asst. County Engineer
Ron Harris, County Surveyor
Diana Waite, SLC Planner

RESOLUTION 06-77 _____

A RESOLUTION OF THE CITY OF PORT ST. LUCIE, FLORIDA, AMENDING AND RESTATING THE DEVELOPMENT ORDER FOR THE WESTERN GROVE DEVELOPMENT OF REGIONAL IMPACT APPROVED BY RESOLUTION 06-77 ON FEBRUARY 26, 2007, MAKING FINDINGS OF FACT AND DETERMINING CONCLUSIONS OF LAW PERTAINING TO THE WESTERN GROVE DEVELOPMENT OF REGIONAL IMPACT, AND CONSTITUTING THIS RESOLUTION AS A DEVELOPMENT ORDER BY THE CITY OF PORT ST. LUCIE IN COMPLIANCE WITH LAW; AND PROVIDING FOR AN EFFECTIVE DATE AND A TERMINATION DATE.

WHEREAS, an Application for Development Approval for the Western Grove Development of Regional Impact ("DRI") was submitted on September 27, 2004, and was supplemented with additional information on February 17, 2005, in accordance with Section 380.06, Florida Statutes (collectively the "ADA"); and

WHEREAS, the Western Grove DRI is a proposed mixed-use master planned community on ~~1,585~~1,941.41+ acres on the property legally described in Revised Exhibit "A" of Exhibit "1" attached hereto ("DRI Property"); and

WHEREAS, the developers of the Western Grove DRI ~~are~~is Tradition Land Company, LLC, an Iowa limited liability company as successor in interest to Tradition Development Company, LLC and Horizons St. Lucie Development, LLC ("Developer"); and

WHEREAS, under contract to the City, the Treasure Coast Regional Planning Council ("TCRPC") prepared the Western Annexation Traffic Study (dated January, 2006) ("WATS") which included the Western Grove DRI and other proposed developments within the area generally known as the WATS Area; and

WHEREAS, the public notice requirements of the City of Port St. Lucie Code of Ordinances and Section 380.06(11), Florida Statutes, have been satisfied; and

WHEREAS, on October 3, 2006, the Planning and Zoning Board of the City of Port St. Lucie held a public hearing on the ADA and recommended approval with conditions; and

WHEREAS, on October 23, 2006, the City Council of the City of Port St. Lucie held a public hearing to consider the ADA, the TCRPC regional report, and the comments upon the record made at said public hearing, and afforded all interested persons an opportunity to be heard and present evidence; and

WHEREAS, the City Council of the City of Port St. Lucie adopted Resolution 06-R77, the Development Order for Western Grove on February 26, 2007; and

WHEREAS, in recognition of the 2007 real estate market conditions, Section 380.06(19)(c), Florida Statutes, was amended to provide for a three year extension to all DRI phase, buildout, and expiration dates which extension is not subject to further DRI review and may not be considered when determining whether a subsequent extension constitutes a substantial deviation; and

WHEREAS, in recognition of the 2011 real estate market conditions, Section 380.06(19)(c), Florida Statutes was amended to provide for a four year extension to all DRI phase, buildout, and expiration dates which extension is not subject to further DRI review and may not be considered when determining whether a subsequent extension constitutes a substantial deviation; and

WHEREAS, Section 252.363, Florida Statutes, provides for the tolling and extension of DRI buildout dates during a state of emergency declared by the Governor and for an additional six months after the emergency expires pursuant to which the Western Grove DRI was extended by 306 days as a result of Executive Orders 11-128, 11-172, and 11-202 due to the ongoing threat of wild fires in the State of Florida; and

WHEREAS, Section 252.363, Florida Statutes, provides for the tolling and extension of DRI buildout dates during a state of emergency declared by the Governor and for an additional six months after the emergency expires pursuant to which the Western Grove DRI was extended by an additional 510 days pursuant to Executive Order 12-140 for Tropical Storm Debby and Executive Order 12-199 and Executive Order 12-240 for Tropical Storm Isaac all of which Executive Orders pertained to certain counties including St. Lucie County; and

WHEREAS, Section 252.363, Florida Statutes, provides for the tolling and extension of DRI buildout dates during a state of emergency declared by the Governor and for an additional six months after the emergency expires pursuant to which the Western Grove DRI was extended by an additional 60 days and 6 months pursuant to Executive Order 15-173 due to the threat of Tropical Storm Erika in the State of Florida; and

WHEREAS, on August 31, 2015, as supplemented and amended on December 14, 2015, and on _____, the Developer submitted a Notification of Proposed Change requesting to amend the Western Grove DRI to transfer approximately 348.18 acres and 955 residential units from the Tradition DRI to the Western Grove DRI; to amend the plan of development to reduce the number of residential units for the Western Grove DRI from 4,062 to 4,000 (which total includes the 955 residential units transferred from and being eliminated from the Tradition DRI), to reduce the retail square footage from 365,904 square feet to 200,000 square feet and the office square footage from 250,906 square feet to 50,000 square feet; to amend Exhibit "1" of the Development Order as shown on attached Exhibit "1" to, among other

things, reflect the revised plan of development; to document the automatic extensions to the phase, buildout and expiration dates granted by Section 380.06(19)(c), Florida Statutes and Section 252.363, Florida Statutes, and to further extend the phase, buildout, and expiration dates by approximately ten (10) years; to update the status of various conditions and to update and clarify certain terms; to update the requirements of the biennial report; to amend, delete and/or add various conditions including the transportation conditions (including provisions for return of previously dedicated rights-of-way), and the conditions for upland preservation, wetlands, listed species, water supply, wastewater management, housing, schools, hurricane preparedness and parks and recreation; to update and amend Exhibits A, B, C and D to Exhibit "1" and to add new Exhibits E, F and G to Exhibit "1"; and to renumber all Conditions as applicable and other corrections, revisions and updates to the Development Order; and

WHEREAS, the public notice requirements of the City of Port St. Lucie Code of Ordinances and Section 380.05(11), Florida Statutes, have been satisfied; and

WHEREAS, on April 5, 2016, the Planning and Zoning Board of the City of Port St. Lucie held a duly noticed public hearing on the Notification of Proposed Change; and

WHEREAS, on March 25, 2016, the City Council of the City of Port St. Lucie held a duly noticed public hearing to consider the Notification of Proposed Change, and has considered the evidence and testimony taken thereat and has received and considered the comments and recommendations of the Treasure Coast Regional Planning Council, the Florida Department of Transportation and St. Lucie County; and

WHEREAS, the City Council has made the FINDINGS OF FACT and CONCLUSIONS OF LAW set forth below with regard to the Notice of Proposed Change.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PORT ST. LUCIE, FLORIDA:

Section 1. Findings of Fact

The City Council, having considered all the documents, comments, testimony and evidence presented to it, finds as follows:

1. The above recitals are true and correct, and are incorporated into this Development Order by this reference.
2. The proposed development is consistent with the State Comprehensive Plan.
3. The proposed development is consistent with the Treasure Coast Regional Planning Council Strategic Regional Policy Plan.

4. The proposed development is consistent with the Port St. Lucie Comprehensive Plan and the Port St. Lucie Land Development Regulations.
5. The Western Grove DRI is not located in an area of critical state concern designated pursuant to Section 380.05, Florida Statutes.
6. The proposed development is consistent with the Treasure Coast Regional Planning Council regional report.
7. This Development Order includes adequate provisions for the public facilities needed to accommodate the impacts of the proposed development pursuant to the requirements of Section 380.06, Florida Statutes.
8. The Notification of Proposed Change to the Development Order for Western Grove and its supporting documentation were reviewed as required by Chapter 380, Florida Statutes, and the local land development regulations and are incorporated in this Development Order by reference.
9. The requested changes in the Notification of Proposed Change do not create a likelihood of additional regional impact or any type of regional impact not previously reviewed by the Treasure Coast Regional Planning Council and do not constitute a substantial deviation from Resolution 06-R77, the Development Order adopted on October 23, 2006.
10. This Resolution _____, the Development Order for Western Grove, as amended and restated, hereby supersedes and replaces Resolution 06-R77 approved by the City of Port St. Lucie for the Western Grove DRI.

Section 2. Conclusions of Law

The City Council, having made the findings of fact set forth above, makes the following conclusions of law:

811. The City Council, as the governing body of the City of Port St. Lucie, has legal jurisdiction over the Western Grove DRI and is authorized and empowered by Chapter 380, Florida Statutes, to issue this Development Order.

912. The Western Grove DRI is approved for the development authorized in this Development Order, subject to the General Conditions of Approval set forth in Exhibit "1" attached hereto and incorporated into this Development Order by this reference, and the Equivalency Matrix attached as Revised Exhibit "C" to Exhibit "1".

Section 3. General Conditions of Approval

4013. The Western Grove DRI shall be developed in accordance with the General Conditions of Approval set forth in Exhibit "1" attached hereto.

Section 4. General Requirements

4114. Development within the Western Grove DRI shall be located substantially as depicted on the Master Development Plan (Revised Map H), attached as Revised Exhibit "B" to Exhibit "1".

4215. Development within the Western Grove DRI shall be consistent with the Port St. Lucie Comprehensive Plan, the Port St. Lucie Land Development Regulations and this Development Order.

4316. Within 10 days after adoption of this Development Order, the City Clerk shall render copies of this Development Order with all attachments, certified as complete and accurate, by certified mail (return receipt requested) to the Developer, the ~~Department of Community Affairs ("DCA")~~ Division of Community Development of the Department of Economic Opportunity ("State Land Planning Agency"), and the TCRPC as required by Rule ~~9J-2.025(5)73C-40.025~~, F.A.C.

4417. This Development Order shall take effect upon its rendition to ~~DCA~~ the State Land Planning Agency. Any appeal of this Development Order shall: i) stay the effectiveness of this Development Order; and ii) extend the phase, buildout, and termination dates and the times in which the Developer must fulfill obligations imposed by the Development Order by a period of time equal to the length of time that the appeal proceedings remains pending.

4518. Notice of the adoption of this Development Order or any amendment shall be recorded by the Developer, within 30 days after its effective date, in accordance with Sections 28.222 and 380.06(15)(f), Florida Statutes, with the Clerk of the Circuit Court of St. Lucie County, Florida. The notice shall specify that this Development Order runs with the land and is binding on the Developer, its agents, lessees, successors or assigns. A copy of such notice shall be forwarded to the Port St. Lucie Planning and Zoning Department within seven days after recordation.

4619. The property within the Western Grove DRI shall not be subject to down-zoning, unit density reduction or intensity reduction or other reduction of approved land uses before the expiration date of this Development Order, unless either (a) the Developer consents to such a change, or (b) the City demonstrates that a substantial change in the conditions underlying the approval of the Development Order has occurred, or that the Development Order was based on substantially inaccurate information provided by the Developer, or that the change is clearly established by the City as essential to the public health, safety or welfare.

1720. This Development Order shall not preclude the City from requiring the payment of impact fees and/or other fees for development or construction within the Western Grove DRI, provided such fees are assessed in accordance with a duly adopted ordinance and are charged to all other similarly situated developers for the same activities within all other areas of the City.

1821. In the event that the Developer violates any condition of this Development Order, or otherwise fails to act in substantial compliance with this Development Order, the City may stay the effectiveness of this Development Order on the identifiable tract or parcel, or portion of the tract or parcel owned by the person or entity violating the condition, and within the DRI Property described in Revised Exhibit "A" attached to Exhibit "1", after a stated compliance date. The Developer shall be given a written notice of violation by the City and a reasonable period of time to cure the violation. The Developer may petition the City Council for review of the notice of violation, prior to the stated compliance date, and said review shall be conducted at a public hearing. Filing of a petition for review shall delay the effectiveness of the notice of violation until the review has been conducted. If the violation has not been cured or corrected by the stated compliance date, all further development permits, approvals and services for the development said tract or parcel, or portion of tract or parcel, shall be withheld until the violation is corrected. For purposes of this condition, the terms "tract" and "parcel" shall mean "any quantity of land capable of being described with such definiteness that its boundaries may be established, which is designated by its owner or developer as land to be used or developed as a unit or which has been used or developed as a unit, located within the DRI Property legally described in Revised Exhibit 'A' attached to Exhibit "1" and the Master Development Plan (Revised Map H) attached as Revised Exhibit "B" to Exhibit "1".

1922. Upon request, and in accordance with the City's adopted development review fee schedule, the City shall provide to the Developer a letter stating whether the portion of the development at issue is in compliance with applicable conditions of this Development Order.

2023. Pursuant to section 380.06(5)(c), Florida Statutes, the Western Grove DRI shall be bound by the rules adopted pursuant to Chapters 373 and 403, Florida Statutes, in effect at the time of issuance of this Development Order.

2124. Compliance with the Development Order shall be monitored through normal City permitting procedures, the procedures listed in specific conditions of approval, and review of the ~~annual~~biennial report. The local official responsible for assuring compliance with this Development Order is the Director of Planning and Zoning.

2225. This Development Order shall be binding upon the Developer and its assignees or successors in interest. Any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created and designated as successor in interest to, or which otherwise possesses any of the powers

and duties of any referenced government agency in existence on the effective date of this Development Order.

2326. It is declared to be the City's intent that, if any section, subsection, sentence, clause, condition or provision of this Development Order is held to be invalid by a court of competent jurisdiction, the remainder of this Development Order shall be construed as not having contained said section, subsection, sentence, clause, condition or provision and shall not be affected by such holding.

PASSED AND APPROVED by the City Council of the City of Port St. Lucie, Florida, this _____ day of _____, 2016.

CITY COUNCIL
CITY OF PORT ST. LUCIE

BY: _____
Gregory J. Oravec, Mayor

ATTEST:

Karen A. Phillips, City Clerk

APPROVED AS TO FORM:

Interim City Attorney

EXHIBIT "1"

GENERAL CONDITIONS OF APPROVAL

1. The Western Grove Development of Regional Impact Application for Development Approval, as modified by the Notice of Proposed Change initially dated August 31, 2015 and amended and supplemented thereafter (the NOPC), is incorporated herein by reference. It is relied upon, but not to the exclusion of other available information, by the parties in discharging their statutory duties under Chapter 380, Florida Statutes. Substantial compliance with the representations contained in the Application for Development Approval, as modified by the NOPC and the Development Order conditions, is a condition for approval.

For purposes of this condition, the Application for Development Approval shall include the following items:

- a. Application for Development Approval dated September 27, 2004;
- b. Supplemental information dated February 17, 2005;
- c. Western Grove Cultural Resource Reconnaissance Survey dated March 10, 2005 (Appendix N); and
- d. Western Annexation Traffic Study (WATS) Final Report dated January 2006 (Appendix I);
- e. Notice of Proposed Change dated August 31, 2015 and supplemented on December 14, 2015 and _____.

Commencement and Process of Development

2. In the event the Developer fails to commence significant physical development within three years from the effective date of the Development Order, development approval shall terminate and the development shall be subject to further Development of Regional Impact review by the Treasure Coast Regional Planning Council, ~~Florida Department of Community Affairs~~ State Land Planning Agency, and City of Port St. Lucie pursuant to Section 380.06, Florida Statutes. However, this time period shall be tolled during the pendency of any appeal pursuant to Section 380.07, F.S. For the purpose of this paragraph, construction shall be deemed to have initiated after placement of permanent evidence of a structure (other than a mobile home) on a site, such as the pouring of slabs or footings or any work beyond the stage of excavation or land clearing, such as the construction of roadways or other utility infrastructure. The City of Port St. Lucie acknowledges that this condition has been satisfied.

Plan of Development

3. a) The phasing of the Western Grove Development of Regional Impact is approved as follows:

Phase	Years	Residential (DU)	Retail (SF)	Office (SF)
1	2006-2010 2030	844 2,500	0 100,000	0 30,000
2	2011-2015 2030-2035	1,532 1,000	125,453 50,000	69,696 10,000
3	2016-2020 2035-2040	1,686 500	240,451 50,000	181,210 10,000
Total	2006-2020 2040	4,062 4,000 ¹	365,904 200,000	250,906 50,000

¹The total number of units for Western Grove reflects a reduction of 1,017 units on the original Western Grove property and includes 955 units allocated to property transferred from the Tradition DRI. The impacts of the 955 units transferred from the Tradition DRI have been previously mitigated by the Tradition DRI.

Provided, however, that The development of a use in any phase may commence prior to completion of development in the preceding phase so long as all specific conditions for mitigation of transportation impacts are implemented according to the schedule in the Development Order, as it may be modified from time to time, and all other conditions of this Development Order are satisfied to the extent that the requirements of such conditions have been triggered.

In addition to those uses described above, the Developer is authorized to develop ancillary and support uses including but not limited to adult congregate living facilities, wireless communication and cable television towers, digital network facilities, civic buildings, community centers, irrigation treatment plant and pumping facilities, libraries, places of worship, public service facilities, recreational facilities, golf courses, community amenities and schools as permitted within the New Community Development District.

b) In order to accommodate changing market demands, at the Developer's request in an application for a specific development permit, and without the Developer filing a notification of proposed change pursuant to Section 380.06 (19), F.S., the City may increase or decrease the amount of an approved land use by applying the Equivalency Matrix attached as Revised Exhibit "C", which is incorporated into this development order by this reference. The use of the Equivalency Matrix does not allow impacts to water, wastewater, solid waste, transportation or affordable housing to exceed the aggregate impacts projected in the ADA. In addition, to ensure the basic character of the Western Grove DRI is not altered, no land use may exceed the specified maximum in the Equivalency Matrix, and no land use may fall below the specified minimum. The mix of uses shall be consistent with that allowed in the Port St. Lucie Comprehensive Plan. The Developer shall report in each biennial report use of the Equivalency Matrix to increase the amount of one land use with a concurrent reduction in one or more approved land uses.

Buildout Date

4. The Western Grove Development of Regional Impact shall have a buildout date of December 31, ~~2020~~ 2040, unless otherwise amended pursuant to the conditions of this Development Order and Section 380.06, Florida Statutes.

Termination Date

5. This Development Order shall expire on December 31, ~~2027~~ 2047, unless extended as provided in Section 380.06(19)(c), Florida Statutes.

Biennial Report

6. The biennial report required by subsection 380.06(18), Florida Statutes, shall be submitted every two years on the anniversary date of the adoption of the Development Order to the City of Port St. Lucie, Treasure Coast Regional Planning Council, ~~Florida Department Community Affairs~~ the State Land Planning Agency, and such additional parties as may be appropriate or required by law. The contents of the report shall include those items required by this Development Order and Rule 9J-2.025(7), Florida Administrative Code. The City of Port St. Lucie Planning and Zoning Director shall be the local official assigned the responsibility for monitoring the development and enforcing the terms of the Development Order. Notice shall be provided to the City of Port St. Lucie of any transfer of tracts of undeveloped acreage in the Western Grove Development of Regional Impact, and such transfers shall be included in the biennial report.

General Provisions

7. Any modifications or deviation from the approved plans or requirements of this Development Order shall be made according to and processed in compliance with the requirements of Section 380.06(19), Florida Statutes and Rule 9J-2, Florida Administrative Code.
8. The definitions found in Chapter 380, Florida Statutes shall apply to this Development Order.
9. Reference herein to any governmental agency shall be construed to mean any future instrumentality that may be created or designated as a successor in interest to, or which otherwise possesses the powers and duties to any referenced governmental agency in existence on the effective date of this Development Order.
10. This Development Order shall be binding upon the Developer and its assignees or successors in interest.

REGIONAL PLANNING

Master Development Plan

11. Prior to final approval of any zoning application in the Western Grove Development of Regional Impact, the City will require the Developer to prepare a conceptual master plan to provide long-term guidance and direction for the project by showing the general location of all residential and non-residential land uses, arterials and collector roads, potable water, wastewater and reclaimed water infrastructure, stormwater facilities, school sites, civic and institutional sites, other major facilities, major access points and multi-use trails and

greenways. The conceptual master plan shall demonstrate consistency with the NCD (New Community Development) land use category. The conceptual master plan shall be consistent with Revised Map "H" attached to this development order as Exhibit "B" but may be amended without an amendment to this Development Order. The conceptual master plan prepared by the Developer shall be presented to the City's Planning & Zoning Board and the City Council for consideration and approval; provided however, that notwithstanding the foregoing, the conceptual master plan shall only be a generalized reference tool which is not regulatory but is rather a planning reference to provide long range guidance related to those lands being considered for development approval. The conceptual master plan shall be revised by the Developer from time to time as needed to show approved and proposed development and the City and the Developer shall agree on the mutually acceptable process for doing so.

TRANSPORTATION

Rights of Way

12. ~~Prior to January 1, 2008~~ The Developer shall dedicate has dedicated to the City of Port St. Lucie, free and clear of all liens and material encumbrances, the right-of-way for Tradition Parkway (130 foot), N/S 'A' (150 foot), Westcliffe Lane (Road E – 100 foot) and the southern collector road (80 foot) from N/S 'A' to Range Line Road and all intersections thereof, with a reservation unto the Developer or community development district, for purpose of constructing and thereafter maintaining roads and other improvements, until acceptance by the City of Port St. Lucie. The previously dedicated right-of-way for Tradition Parkway, Westcliffe Lane and the southern collector road all from N/S 'A' to Range Line Road as described above are no longer required for public use and will be re-conveyed by the City of Port St. Lucie to the Developer within ninety (90) days of the adoption date of this resolution. The City agrees that the previously dedicated right-of-way for Fern Lake Avenue from Westcliffe Lane to Crosstown Parkway may be relocated adjacent to the eastern boundary of Western Grove and agrees to cooperate with the Developer with regard to such relocation. The Developer shall be responsible for preparing and providing the warranty deeds to the City for re-conveyance and relocation of the aforementioned rights-of-way and for payment of recording costs.
13. ~~Prior to January 1, 2008~~ Concurrent with the recordation of the first residential subdivision plat for Western Grove, the Developer shall convey, or provide for as applicable, the following easements to the City of Port St. Lucie:
 - ~~A ten (10) foot exclusive City of Port St. Lucie utility easement for water, sewer, reclaimed water, and City owned and operated communications shall be provided adjacent to and on the outside of the road right-of-way on both sides of Tradition Parkway.~~
 - A ten (10) foot exclusive City of Port St. Lucie utility easement for water, sewer, reclaimed water, and City owned and operated communications shall be provided adjacent to the proposed Crosstown Parkway.
 - A ~~fifteen (15) thirty (30)~~ thirty (30) foot exclusive City of Port St. Lucie utility easement for water, sewer, reclaimed water, and City owned and operated communications shall be provided adjacent to Range Line Road.

MONITORING

14. At any time the Developer may undertake monitoring to ascertain the level of service on any facility where the Property has a regionally significant impact (estimated to contribute traffic equal to or greater than 5 percent of the maximum service volume under the adopted level of service standard) in order to determine whether the date, dwelling unit or trip threshold by which a transportation improvement is required by the Development Order may be extended. If monitoring demonstrates that the facility will operate at the adopted level of service standard without the improvement at the date, dwelling unit or trip threshold by which this Development Order would otherwise require such improvement, then, notwithstanding any other provisions of this Development Order, the date for completion of such improvement shall be extended on terms approved pursuant to the procedure in Condition 16.a). The level of service standard shall be as defined in the City of Port St. Lucie Comprehensive Plan adopted as of the date of this Resolution No. _____ and shown on Exhibit G. The methodology for the monitoring shall be agreed upon by the City, Florida Department of Transportation, and the Treasure Coast Regional Planning Council. In the event that a methodology cannot be agreed upon among the parties, the City of Port St. Lucie shall be the final arbiter. No new mitigation measures and/or modifications to the road network shall be required on account of such monitoring.

15. The City of Port St. Lucie may require the Developer to undertake monitoring to ascertain the level of service on transportation facilities within the Western Grove DRI properties that participated in the WATS ("WATS Area") as specified in Table 2 and Table 3 in order to determine whether the date dwelling unit or trip threshold by which a transportation improvement, ~~within the DRI developments that participated in the WATS Area,~~ required by this Development Order, should be accelerated. If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service without the improvement at the date dwelling unit or trip threshold standard prior to the date dwelling unit or trip threshold by which this Development Order would otherwise require such improvement, then the date dwelling unit or trip threshold for such improvement shall be accelerated on terms approved pursuant to the procedure in Condition 16.a). If the monitoring demonstrates that a facility or facilities will operate below the adopted level of service standard prior to the date dwelling unit or trip threshold by which this Development Order would otherwise require such improvement, ~~and,~~ then the date dwelling unit or trip threshold for such improvement shall be accelerated based on the results of such monitoring, provided that the accelerated schedule for the improvement shall allow 24 months for engineering, permitting and construction of the improvement. The level of service standard shall be as defined in the City of Port St. Lucie Comprehensive Plan adopted as of the date of this Resolution No. _____ and shown on Exhibit G. The methodology of the monitoring shall be agreed upon by the City of Port St. Lucie, Florida Department of Transportation, and Treasure Coast Regional Planning Council. In the event that a methodology cannot be agreed upon among the parties, the City of Port St. Lucie shall be the final arbiter. No new mitigation measures and/or modifications to the road network identified in Tables 1, 2 or 3 within the WATS Area shall be required on account of such monitoring.

16. a) In accordance with Section 380.06(15)(c)5, Florida Statutes, changes to roadway improvement conditions which are subject to the monitoring program outlined in Conditions 14 and 15 shall not be subject to the substantial deviation determination/notice of proposed change process, unless otherwise required by the criteria listed in Section 380.06(19)(b), Florida Statutes. Changes to roadway improvement conditions shall be transmitted for

approval by the Florida Department of Transportation, ~~Florida Department of Community Affairs~~ the State Land Planning Agency, and Treasure Coast Regional Planning Council.

b) A trip generation analysis shall be prepared by the applicant and approved by the City of Port St. Lucie prior to each site plan or residential subdivision plat approval. The trip generation analysis shall present calculations for the p.m. peak hour and shall be performed using trip generation rates and equations included in the Institute of Transportation Engineers Trip Generation Report, 9th Edition, for the ITE land use categories outlined in Exhibit E attached hereto. The trip generation rates and equations included in Exhibit E are consistent with those used in the Notice of Proposed Change Traffic Study. The trip generation analysis shall be based on the land data included with each site plan and residential subdivision and include internal capture and passer-by, if appropriate, to determine net trips generated by the development. The Biennial Report shall include a cumulative calculation of the trip generation for all previous site plan approvals, residential subdivision approvals and building permits. Development order conditions shall be evaluated using the trip generation analysis for building permits to determine triggering of any transportation conditions. An Excel spreadsheet file or other acceptable digital format shall be submitted by the Developer with the cumulative trip generation analysis report.

c) Notwithstanding any other requirement of this Development Order, including but not limited to the monitoring requirements of Conditions 14 and 15, the Developer shall not be required to accelerate any improvement required by this Development Order for the purpose of meeting access, site plan or subdivision requirements for any properties that are not owned or controlled by the Developer and do not have approved development orders as of the date of this resolution..

d) No sooner than recording a subdivision plat for the 3,601st residential lot, the Developer may provide a final traffic monitoring report, adjusted to account for full occupancy, to the City. If the monitoring report shows that all roads satisfy the adopted LOS, then the developer shall have no further responsibility for monitoring or road improvements required by this Development Order, except that the Developer shall commence construction of any remaining Road Improvements shown in Table 2 and the widening of Tradition Parkway to four lanes within twelve (12) months of recording the plat. Notwithstanding the foregoing, subsequent owners who apply for site plan approval or re-plats shall be responsible for any traffic improvement required to support such development application.

Western Grove Access Road Improvements

17. No building permits shall be issued for Western Grove DRI development that generates more than the total net external p.m. peak hour trip threshold or residential dwelling units identified in Table 1, whichever comes last, until or unless: 1) contracts have been let for the roadway widening or construction projects identified in Table 1 under "Required Improvement"; or 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; or 3) the improvement is scheduled in the first three years of the applicable jurisdiction's Capital Improvements Program or FDOT's adopted work program.

Table 1
Access Road Improvements

<u>Road</u>	<u>From</u>	<u>To</u>	<u>Trip Threshold¹</u>	<u>Dwelling Units</u>	<u>Required Improvement</u>	<u>Status</u>
<u>Tradition Pkwy</u>	<u>Current terminus (SW Stony Creek Way)</u>	<u>N/S A</u>	<u>0</u>	<u>0</u>	<u>2L</u>	
<u>Secondary Emergency Access Road As Shown on Revised Map H</u>			<u>0</u>	<u>0</u>	<u>Emergency Access Road</u>	

¹Western Grove Cumulative Total Net External DRI PM Peak Hour Trips per Exhibit E

Western Grove Road Improvements

18. No building permits shall be issued for Western Grove DRI development that generates more than the total net external p.m. peak hour trip threshold or number of residential dwelling units identified in Table 2 and Table 3, whichever comes last, until or unless: 1) contracts have been let for the roadway widening or construction projects identified in Table 2 and Table 3 under "Required Improvement"; or 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; or 3) the monitoring program included in Condition 14 does not require these improvements; or 4) the improvement is scheduled in the first three years of the applicable jurisdiction's Capital Improvements Program or FDOT's adopted work program.

Table 2
Western Grove Road Improvements

<u>Road</u>	<u>From</u>	<u>To</u>	<u>Trip Threshold¹</u>	<u>Dwelling Units</u>	<u>Required Improvement</u>	<u>Status</u>
<u>Phase 1</u>						
<u>N/S A</u>	<u>Tradition Pkwy</u>	<u>½ mile south of Tradition Pkwy</u>	<u>2,122</u>	<u>2,050</u>	<u>2L</u>	
<u>N/S A</u>	<u>½ Mile south of Tradition Pkwy</u>	<u>1 Mile south of Tradition Pkwy</u>	<u>2,484</u>	<u>2,400</u>	<u>2L</u>	
<u>Phase 2</u>						
<u>N/S A</u>	<u>Tradition Pkwy</u>	<u>Westcliffe Ln</u>	<u>2,845</u>	<u>2,750</u>	<u>2L</u>	
<u>N/S A²</u>	<u>Westcliffe Ln</u>	<u>Crosstown Pkwy</u>	<u>2,845</u>	<u>2,750</u>	<u>2L</u>	
<u>Crosstown Parkway²</u>	<u>Rangeline Rd</u>	<u>N/S A</u>	<u>2,845</u>	<u>2,750</u>	<u>2L</u>	
<u>Westcliffe Lane</u>	<u>N/S A</u>	<u>SW Tremonte Avenue</u>	<u>2,948</u>	<u>2,850</u>	<u>2L</u>	
<u>Phase 3</u>						
<u>N/S A²</u>	<u>1 Mile south of Tradition Pkwy</u>	<u>Discovery Way</u>	<u>3,718</u>	<u>3,600</u>	<u>2L</u>	

¹ Western Grove Cumulative Total Net External DRI PM Peak Hour Trips per Exhibit E

² Upon reaching the threshold for N/S A from Westcliffe Lane to Crosstown Parkway and for Crosstown Parkway from Rangeline Road to N/S A (collectively, the "Northern Link"), upon mutual agreement of the City of Port St. Lucie and the Developer and without the Developer filing a notification of proposed change pursuant to Section 380.06 (19) F.S, the thresholds for the Northern Link and for the "Southern Link" (N/S A from 1 Mile south of Tradition Parkway to Discovery Way) may be swapped, so that the Southern Link will be triggered in Phase 2 and the Northern Link triggered in Phase 3.

Table 3
Western Grove Road Widening Improvements

<u>Road</u>	<u>From</u>	<u>To</u>	<u>Trip Threshold¹</u>	<u>Dwelling Units</u>	<u>Required Improvement</u>	<u>Status</u>
<u>Phase 1</u>						
<u>Tradition Pkwy</u>	<u>N/S A</u>	<u>Current Terminus (SW Stony Creek Way)</u>	<u>1,396</u>	<u>1,667</u>	<u>Widen to 4LD</u>	
<u>Phase 3</u>						
<u>N/S A</u>	<u>Discovery Way</u>	<u>1-mile South of Tradition Parkway</u>	<u>4,128</u>	<u>4,000</u>	<u>Widen to 4LD</u>	
<u>N/S A</u>	<u>1-mile South of Tradition Parkway</u>	<u>½ Mile south of Tradition Parkway</u>	<u>4,128</u>	<u>4,000</u>	<u>Widen to 4LD</u>	
<u>N/S A</u>	<u>½ Mile south of Tradition Parkway</u>	<u>Tradition Parkway</u>	<u>4,128</u>	<u>4,000</u>	<u>Widen to 4LD</u>	
<u>N/S A</u>	<u>Tradition Parkway</u>	<u>Westcliffe Lane</u>	<u>4,128</u>	<u>4,000</u>	<u>Widen to 4LD</u>	
<u>N/S A</u>	<u>Westcliffe Lane</u>	<u>Crosstown Parkway</u>	<u>4,128</u>	<u>4,000</u>	<u>Widen to 4LD</u>	

¹Western Grove Cumulative Total Net External DRI PM Peak Hour Trips per Exhibit E

External Roadways – West of I-95

~~17.19. Based on the results of the WATS no building permits shall be issued for development that generates more than the total net external p.m. peak hour trips indicated in Table 4 or after December 31st of the indicated year in Table 4, whichever comes last 2010 until or unless either: 1) contracts have been let to build the following roadways with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Conditions 14 and 15 does not require these improvements; or 4) the roads are in the first three years of the City's adopted Capital Improvement Program or FDOT's adopted work program. Surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadways:~~

- ~~a) Village Parkway from Tradition Parkway (Gatlin Boulevard) to Crosstown Parkway: 4 Lane-divided~~
- ~~b) Tradition Parkway (Gatlin Boulevard) from N/S A to Village Parkway: 4 Lane-divided~~
- ~~c) Community Boulevard from Tradition Parkway (Gatlin Boulevard) to Westcliffe Lane (E/W XY): 2 Lanes~~
- ~~d) Westcliffe Lane (E/W XY) from N/S A Boulevard to Village Parkway: 2 Lanes~~

~~18. Based on the results of the WATS no building permits shall be issued for development that generates more than 1,202 net external p.m. peak hour trips or after December 31, 2014 whichever comes last, until either: 1) contracts have been let for the following roadway~~

widening; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Conditions 14 and 15 does not require these improvements; or 4) the roads are in the first three years of the City's adopted Capital Improvement Program or FDOT's adopted work program. Surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadway widening:

- a) ~~Crosstown Parkway from N/S A to Village Parkway: 4 Lane divided~~
- b) ~~Crosstown Parkway from Village Parkway to I-95: 6 Lane divided~~
- c) ~~Tradition Parkway (Gatlin Boulevard) from N/S A to Village Parkway: 4 Lane divided~~
- d) ~~N/S A from Crosstown Parkway to Glades Cut-Off Road: 2 Lanes~~

19. ~~Based on the results of the WATS no building permits shall be issued after December 31, 2018 until either: 1) contracts have been let to build the following roadways with the lane geometry presented below; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Conditions 14 and 15 does not require these improvements; or 4) the roads are in the first three years of the City's adopted Capital Improvement Program or FDOT's adopted work program. Surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadways:~~

- a) ~~Crosstown Parkway from Range Line Road to N/S A: 4 Lane divided~~

20. ~~Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the net external p.m. peak hour trip threshold identified in Table 1 or after December 31 of the year of failure identified in Table 14, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 1 under "Improvements"; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Conditions 14 and 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City's adopted Capital Improvements Program or FDOT's adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the roadway widening or construction projects included in Table 4.~~

**Table 1
Western Grove DRI
Roadway Improvements**

Road Segment	Trip* Threshold	Year of Failure	Improvement
Tradition Parkway (Gatlin Boulevard) – Village Parkway to I-95	149	2010	6LD
Tradition Parkway (Gatlin Boulevard) – Village Parkway to I-95	1,202	2013	8LD

*Total Western Groves DRI Net External PM Peak Hour Trips

Table 4
External Roadways – West of I-95

<u>Year of Failure</u>	<u>Trip Threshold¹</u>	<u>Road</u>	<u>From</u>	<u>To</u>	<u>Required Improvement</u>	<u>Status</u>
<u>2020</u>	<u>4,128</u>	<u>Village Parkway</u>	<u>Tradition Parkway</u>	<u>Crosstown Parkway</u>	<u>4LD</u>	<u>Completed</u>
<u>2020</u>	<u>4,128</u>	<u>Tradition Parkway</u>	<u>Village Parkway</u>	<u>Stony Creek Way</u>	<u>4LD</u>	<u>Completed</u>
<u>2020</u>	<u>4,128</u>	<u>Community Boulevard</u>	<u>Tradition Parkway</u>	<u>Westcliff Lane</u>	<u>2L</u>	<u>Completed</u>
<u>2020</u>	<u>4,128</u>	<u>Westcliff Lane</u>	<u>SW Tremonte Avenue</u>	<u>Village Parkway</u>	<u>2L</u>	<u>Completed</u>
<u>2020</u>	<u>4,128</u>	<u>Tradition Parkway</u>	<u>Village Parkway</u>	<u>I-95</u>	<u>6LD</u>	<u>Completed</u>
<u>2024</u>	<u>4,128</u>	<u>Crosstown Parkway²</u>	<u>N/S A</u>	<u>Village Parkway</u>	<u>4LD</u>	
<u>2024</u>	<u>4,128</u>	<u>Crosstown Parkway³</u>	<u>Village Parkway</u>	<u>I-95</u>	<u>6LD</u>	
<u>2024</u>	<u>4,128</u>	<u>N/S A⁴</u>	<u>Crosstown Parkway</u>	<u>Glades Cut Off Road</u>	<u>2L</u>	
<u>2028</u>	<u>4,128</u>	<u>Crosstown Parkway⁵</u>	<u>Rangeline Road</u>	<u>N/S A</u>	<u>4 LD</u>	

¹Western Grove Cumulative Total Net External DRI PM Peak Hour Trips per Exhibit E

² Roadway construction of a 2L facility is a condition of the Verano DRI (12-R102, Condition 49.C). Widening to a 4LD facility is not a requirement of the Western Grove DRI.

³ Roadway widening to a 6LD facility is a condition of the Verano DRI (12-R102, Condition 49.D)

⁴ Roadway construction from Crosstown Parkway to the southernmost Verano entrance is a condition of the Verano DRI (12-R102, Condition 45). Construction from the southernmost Verano entrance to Glades Cut Off Road is not a requirement of the Western Grove DRI.

⁵ Roadway widening to a 4LD facility is not a requirement of the Western Grove DRI.

External Roadways – East of I-95

21. Based on the results of the Western Annexation Traffic Study, no building permits shall be issued for development that generates more than the net external p.m. peak hour trip threshold identified in Table 2 or after December 31 of the year of failure identified in Table 2, whichever comes last, until: 1) contracts have been let for the roadway widening or construction projects identified in Table 2 under “Improvements”; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Conditions 14 and 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the City’s adopted Capital Improvements Program or FDOT’s adopted work program. For improvements constructed by the Developer, surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the roadway widening or construction projects included in Table 2.

Table 352
Western Groves DRI
Roadway Improvements Within the City of Port St. Lucie

Road Segment	Trip* Threshold	Year of Failure	Improvement
Paar Drive – Rosser Boulevard to Savona Boulevard	<u>4,537</u>	<u>2016</u>	4LD
Paar Drive – Savona Boulevard to Port St Lucie Boulevard	4,150	2016	4LD
Crosstown Parkway – I-95 to Bayshore Boulevard	N/A	2013	6LD
Crosstown Parkway – Bayshore Boulevard to US1**	N/A	2020	6LD

*Total Western Groves DRI Net External PM Peak Hour Trips

** Based on permitability

20. In accordance with the Second Capacity Agreement dated January 27, 2003 (Exhibit F), the roadways in Table 5 are not the responsibility of Western Grove DRI and will not be a reason for the City of Port St. Lucie to delay the development of or withhold permits for Western Grove DRI. The City of Port St. Lucie will use its best efforts to undertake the road improvements in Table 5 by the dates and trip thresholds indicated.

Table 5
External Roadways – East of I-95

Year of Failure	¹Trip Threshold	Road	From	To	³Required Improvement	Status
<u>2026</u>	<u>4,128</u>	<u>Paar Drive</u>	<u>Rosser Boulevard</u>	<u>Savona Boulevard</u>	<u>4LD</u>	
<u>2026</u>	<u>4,128</u>	<u>Paar Drive</u>	<u>Savona Boulevard</u>	<u>Port St. Lucie Boulevard</u>	<u>4LD</u>	
<u>2023</u>	<u>4,128</u>	<u>Crosstown Parkway</u>	<u>I-95</u>	<u>Manth Lane</u>	<u>6LD</u>	<u>Completed</u>
<u>2030</u>	<u>4,128</u>	<u>Crosstown Parkway</u>	<u>Manth Lane</u>	<u>²U.S. Hwy 1</u>	<u>6LD</u>	

¹ Total Western Groves DRI Net External PM Peak Hour Trips per Exhibit E

² Based on permitability

³ In accordance with the Second Capacity Agreement (Exhibit F), the required improvement has been satisfied and therefore, Condition 20 has been satisfied.

21. 22. A traffic reanalysis shall be undertaken by the Developer and submitted to the City, TCRPC, DCA the State Land Planning Agency, and FDOT at such time as the Western Grove DRI generates 4,128 net external p.m. peak hour trips or by December 31, 20202030, whichever comes last, if, the six laning of Crosstown Parkway – Bayshore Boulevard Manth Lane to U. S. 1 segment is 1) not under contract; 2) not included in a local government development agreement consistent with sections 163.3220 through 163.3243, F.S.; 3) required by the monitoring program included in Conditions 14 and 15, if applicable; or 4) not scheduled in the first three years of the city’s adopted Capital Improvements Program or FDOT’s adopted work program. The reanalysis shall be prepared in a manner consistent with the methodology utilized in the WATS, or at the election of the Developer, utilizing an

~~alternative methodology acceptable to the City, State Land Planning Agency and the FDOT. In the event that a methodology cannot be agreed upon among the parties, the City of Port St. Lucie shall be the final arbiter, and shall be limited to a determination of the effect, if any, of the delay in six laning the Crosstown Parkway – Bayshore Boulevard to U.S. 1 segment on roads external to the WATS area. If the traffic reanalysis shows that the delay will result in additional or increase significant impacts to state or regionally significant roads as identified in external to the WATS area as identified in the WATS and west of I-95, no building permits shall be issued after December 31, 20202030 or 4,128 net external p.m. peak hour trips, whichever comes last, until the Development Order has been amended to include mitigation to address such additional or increased significant impacts consistent with Rule 9J-2.04573C-40-045, F.A.C.~~

Crosstown Parkway Extension is scheduled for construction within the current City and FDOT work programs and therefore; Condition 21 has been satisfied.

External Roadways – Outside the City of Port St Lucie

~~22.23. Based on the results of the Western Annexation Traffic Study, n~~ No building permits shall be issued for Western Grove DRI development that generates more than the net external p.m. peak hour trip threshold identified in Table 3 6 or after December 31 of the year of failure identified in Table 3 6, whichever comes last, until or unless: 1) contracts have been let for the roadway widening or construction projects identified in Table 3 6 under “Required Improvements”; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed; 3) the monitoring program included in Conditions 14 and 15 does not require these improvements; or 4) the improvement is scheduled in the first three years of the applicable jurisdiction’s Capital Improvements Program or FDOT’s adopted work program.

**Table 6
Western Groves DRI
Roadway Improvements Outside the City of Port St. Lucie**

Road Segment	Trip * Threshold	Year of Failure	Improvement	Status
Range Line Road – Martin Highway to Becker Road	2,268	2022 2032	4LD	

*Total Western Groves DRI Net External PM Peak Hour Trips

Roadways within Western Annexation Area

~~24. Based on the results of the WATS, no building permits shall be issued after December 31, 2010, until either: 1) contracts have been let for the following roadway widening; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Conditions 14 and 15 does not require these improvements; or 4) the roads are in the first three years of the City’s adopted Capital Improvement Program or FDOT’s adopted work program. Surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadway widening:~~

- a. Becker Road from Range Line Road to N/S A: 2 Lanes
- b. Becker Road from N/S A to I-95: 4 Lane-divided
- c. E/W 3 from N/S A to Community Boulevard: 2 Lanes
- d. N/S A from Becker Road to E/W 3: 2 Lanes
- e. Community Boulevard from Becker Road to E/W 1: 2 Lanes
- f. Community Boulevard from E/W 1 to Gatlin Boulevard: 4 Lane-divided
- g. Village Parkway from Becker Road to Gatlin Boulevard: 4 Lane-divided
- h. N/SA from Tradition Parkway to Westcliffe Lane: 2 Lanes

25. ~~Based on the results of the WATS, no building permits shall be issued after December 31, 2014 until either: 1) contracts have been let for the following roadway widening; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Conditions 14 and 15 does not require these improvements; or 4) the roads are in the first three years of the City's adopted Capital Improvement Program or FDOT's adopted work program. Surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadway widening:~~

- a. Becker Road from Range Line Road to N/S AB: Widen to 4 Lane-divided
- b. Becker Road from N/S AB to I-95: Widen to 6 Lane-divided
- c. Paar Drive from Range Line Road to N/S BC: 2 Lanes
- d. Paar Drive from N/S BC to I-95 western right-of-way: 4 Lane-divided
- e. E/W 3 from Range Line Road to N/S A: 2 Lanes
- f. E/W 3 from Community Boulevard to I-95 western right-of-way: 2 Lanes
- g. E/W 1 from Range Line Road to Community Boulevard: 2 Lanes
- h. E/W 1 from Community Boulevard to Village Parkway: 4 Lane-divided
- i. N/S A from E/W 3 to E/W 1: 2 Lanes
- j. N/S A from E/W 1 to Gatlin Boulevard: 4 Lane-divided
- k. N/S A from Tradition Parkway (Gatlin Boulevard) to Crosstown Parkway: 4 Lane (May be constructed concurrently, but no later than, with the construction of Crosstown Parkway from N/S A to Village Parkway.)
- l. N/S AB from Becker Road to Paar Drive: 2 Lanes
- m. N/S B from Becker Road to E/W 1: 2 Lanes
- n. N/S BC from Becker Road to Paar Drive: 2 Lanes
- o. Village Parkway from E/W 1 to Gatlin Boulevard: Widen to 6 Lane-divided
- p. Tradition Parkway (Gatlin Boulevard) from N/S A to Range Line Road: 4 Lane-divided

26. ~~Based on the results of the WATS, no building permits shall be issued after December 31, 2018, until either: 1) contracts have been let for the following roadway widening; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Conditions 14 and 15 does not require these improvements; or 4) the roads are in the first three years of the City's adopted Capital Improvement Program or FDOT's adopted work program. Surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadway widening:~~

- a. Paar Drive from N/S A to N/S BC: Widen to 4 Lane-divided
- b. Paar Drive from Village Parkway to I-95 western right-of-way: Widen to 6 Lane-divided
- c. E/W 3 from Community Boulevard to I-95 western right-of-way: Widen to 4 Lane-divided

- d. ~~EAW 1 from N/S B to Community Boulevard: Widen to 4 Lane-divided~~
- e. ~~N/S A from Becker Road to EAW 1: Widen to 4 Lane-divided~~
- f. ~~Community Boulevard from Becker Road to EAW 1: Widen to 4 Lane-divided~~
- g. ~~Village Parkway from EAW 1 to Gatlin Boulevard: Widen to 8 Lane-divided (If required by the City.)~~

~~27. Based on the results of the WATS, no building permits shall be issued after December 31, 2022, until either: 1) contracts have been let for the following roadway widening; 2) a local government development agreement consistent with sections 163.3220 through 163.3243, F.S. has been executed and attached as an exhibit to the Development Order; 3) the monitoring program included in Conditions 14 and 15 does not require these improvements; or 4) the roads are in the first three years of the City's adopted Capital Improvement Program or FDOT's adopted work program. Surety or other acceptable evidence shall be provided to the satisfaction of the City of Port St. Lucie that sufficient funds will be available to complete the following roadway widening:~~

- h. ~~EAW 3 from N/S A to Village Parkway: Widen to 4 Lane-divided~~
- i. ~~EAW 3 from Village Parkway to Rosser Road: Widen to 6 Lane-divided *~~
- j. ~~N/S AB from Becker Road to Paar Drive: Widen to 4 Lane-divided~~
- k. ~~N/S B from Paar Drive to EAW 1: Widen to 4 Lane-divided~~
- l. ~~N/S BC from Becker Road to Paar Drive: Widen to 4 Lane-divided~~
- m. ~~Village Parkway from Becker Road to EAW 1: Widen to 6 Lane-divided~~

Other Issues

~~2823.~~ Intersection lane geometry for all arterial roads between I-95 and Range Line Road/Glades Cut-Off Road included in Master Development Plan (Map H, Exhibit B) shall for all 6 lane by 6 lane, 4 lane by 6 lane and 4 lane by 4 lane intersections, within rights-of-way greater than 100 feet, include dual left-turn lanes and exclusive right-turn lanes in all approaches. For all other arterial road intersection types, the Developer shall submit to the City for approval, an intersection analysis to designate the lane geometry for each intersection.

~~2924.~~ A traffic study shall be prepared on or before the year ~~2019~~ December 31, 2029 or when development in the Western Grove DRI generates 4,128 net external p.m. peak hour trips per Exhibit E, whichever comes last, to evaluate the need for an interchange along I-95 with E/W 3. The methodology for this traffic study shall be discussed with the Developer, and agreed upon by the City of Port St. Lucie, and the Florida Department of Transportation. The traffic study shall estimate traffic projections at buildout of all DRI developments that participated in the WATS area.

In accordance with the Second Capacity Agreement (Exhibit F), Condition 24 has been satisfied.

~~3025.~~ If the study required by Condition ~~2924~~ justifies an interchange along I-95 with E/W 3, then no building permits shall be issued for Western Grove DRI development that generates more than 4,128 net external p.m. peak hour trips per Exhibit E or after December 31, 2020/2030, whichever comes last, until the development order Development Order has been amended to include provisions for such an interchange and such interchange has been authorized by the Federal Highway Administration and/or FDOT. Such amendment to the Development Order shall not be subject to a substantial deviation determination, unless otherwise required by criteria in Section 380.06(19)(b), F.S.

In accordance with the Second Capacity Agreement (Exhibit F), Condition 25 has been satisfied.

26. The Developer will coordinate with the SWAA DRIs regarding the results of the monitoring of the operational level of service conditions conducted by Southern Grove and any subsequent operational analyses along I-95 from south of Becker Road to north of Crosstown Parkway, at the Tradition Parkway/Gatlin Boulevard and I-95 interchange, and at the Becker Road and I-95 interchange. Should the operational analyses indicate that the interstate or the subject interchanges are reaching or have reached the adopted level-of-service threshold, the Developer shall participate in collaborative discussions to identify possible solutions for a mitigation program to resolve the problem, which resolution, in principle, should be reflective of the impacts on the identified roadways/intersections created by the respective SWAA DRIs. The collaborative discussions shall include, but not be limited to, FDOT, the City of Port St. Lucie and the SWAA DRI developers. However, additional transportation mitigation beyond the improvements listed in Tables 1, 2, and 3 in this Development Order shall not be required of the Developer as a result of this collaboration.

In accordance with the Second Capacity Agreement (Exhibit F), Condition 26 has been satisfied.

Other Issues

3127. All roads expressly addressed in the transportation conditions of this Development Order shall be open to the public.

3228. Commencing in 2009 2017 and continuing every other year thereafter, the Developer shall submit a Biennial Status Report indicating the status (schedule) of guaranteed the transportation network modifications required by this Development Order. This Biennial Status Report shall be submitted, attached to and incorporated into the Development of Regional Impact Biennial Report.

The Biennial Status Report shall list all roadway modifications needed to be constructed, the guaranteed date of completion for the construction of each needed modification, the party responsible for the guaranteed construction of each modification, and the form of binding commitment that guarantees construction of each modification. Except for improvements which are rescheduled or determined to be not needed pursuant to the monitoring under Conditions 14 and 15, if applicable, no further building permits for Western Grove Development of Regional Impact shall be issued at the time the Biennial Status Report reveals that any needed transportation modification included in the Development Order is no longer scheduled or guaranteed, or has been delayed in schedule such that it is not guaranteed to be in place and operational, or under actual construction for the entire modification consistent with the timing criteria established in this Development Order.

3329. In the event that a transportation improvement which the Developer is required to provide pursuant to this Development Order is instead provided by a dependent or independent special district, the improvement shall be deemed to have been provided.

30. The Developer shall be responsible for mitigation of all environmental impacts within the rights of way for roads constructed as part of the Western Grove DRI.

31. The Developer shall plat all roads constructed and designed by the Developer within the Western Grove DRI that are to be turned over to and accepted by the City, including portions of Tradition Parkway, Fern Lake Avenue, N/S A, Crosstown Parkway and Westcliffe Lane. The Developer may plat portions of each road in segments as the road is to be constructed, and plats are only required for construction of the full improvements to the road or road segment. To the extent that the right-of-way for any such road segment has been or will be dedicated to the City, the City agrees to cooperate with the Developer to plat said roads and to join in the plat to the extent required by law.

ENVIRONMENTAL AND NATURAL RESOURCES

Upland Preservation

3432. The Developer, or Property Owners Association created by the Developer (“Association), or other acceptable entity shall protect and maintain a minimum of 95.08 acres of native pine flatwoods in the twelve Conservation Tracts shown in the Western Grove Master Development Plan Revised Map H. The continued viability and maintenance of the Conservation Tracts shall be assured through conservation easements granted to the South Florida Water Management District, a Community Development District, or other entity acceptable to the City of Port St. Lucie.

3533. The Developer, ~~or an Association~~ or other acceptable entity shall install temporary fencing around the Conservation Tracts prior to commencing site clearing adjacent to the conservation areas. The fencing shall clearly identify and designate the boundaries of the Conservation Tracts and minimize the potential disturbance of the Conservation Tracts during land clearing and construction. The temporary fencing shall be established at least 15 feet outside of the boundaries of the Conservation Tracts and shall remain in place until the completion of the finish grading on the area adjacent to the fencing.

3634. By January 1, ~~2008~~2017, the Developer or an Association shall prepare a Conservation Area Management Plan for the Conservation Tracts, upland buffers, and retained wetlands identified on the Western Grove Master Development Plan Revised Map H. The plan shall: 1) identify management procedures and provide a schedule for their implementation; 2) include procedures for maintaining suitable habitat for state and federally listed species; 3) include methods to remove nuisance and exotic vegetation and any other species that are determined to threaten the natural communities; and 4) include plans to permanently mark the conservation areas and allow only limited access for passive recreation, education, or scientific study. The management plan shall be approved by the City of Port St. Lucie in consultation with the U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission. The management and maintenance requirements of any wetland permit issued by the U.S. Army Corps of Engineers for the Property or any portion thereof shall satisfy this condition and all City rules, regulations, codes, permitting and other requirements pertaining to a Conservation Area Management Plan for the portion or portions of the Property subject to such permits.

Wetlands

3735. The Developer, ~~or an Association~~ or other acceptable entity shall preserve and enhance the 149.7 acres of wetlands proposed for protection in the twelve Conservation Tracts (“Conservation Tracts”) shown on the Western Grove Master Development Plan Revised Map H. The Developer shall comply with all wetland mitigation requirements of the U. S.

Army Corps of Engineers. Any wetland permit issued by the U.S. Army Corps of Engineers for all or any portions of the Property shall be deemed to satisfy all City rules, regulations, codes, permitting and other requirements pertaining to wetlands and littoral plantings for the portion or portions of the Property subject to any such permits, as well as the requirements for a Conservation Area Management Plan. ~~Details of the wetland maintenance and enhancement procedures and management schedule shall be provided in the Conservation Area Management Plan.~~

~~3836. The Developer, Association or other acceptable entity shall preserve or create a buffer zone of native upland edge vegetation around all preserved and created wetlands on site. The upland buffers shall be designed to be consistent with the buffer requirements of the South Florida Water Management District and the U.S. Army Corps of Engineers wetland permit applicable to such portion of the Property. The buffer zones shall include canopy, understory, and ground cover of native upland species. Details of the upland buffer maintenance and management schedule shall be provided in the Conservation Area Management Plan.~~

Listed Species

~~3937. The Developer shall maintain Wood Stork foraging habitat on site by ensuring no additional net loss of wetland function and value consistent with the requirements of the U.S. Army Corps of Engineers wetland permit applicable to such portion of the Property. All surface waters created on the site, where appropriate, shall include features specifically designed to provide preferred foraging habitat for this species in accordance with the requirements of the U.S. Army Corps of Engineers wetland permit applicable to such portion of the Property. The Developer shall comply with all U.S. Fish and Wildlife Service recommendations regarding the design and creation of foraging habitat for this federally endangered species (Wood Stork Habitat Guidelines are outlined in the TCRPC Western Grove DRI Assessment Report, Exhibit E). Details of the wetland creation design, procedures, and management schedule shall be provided in the Conservation Area Management Plan.~~

~~4038. In order to protect the Florida Sandhill Crane, the Developer, Association or other acceptable entity shall maintain suitable foraging habitat in the form of relatively open grassland with interspersed stands of native pine flatwoods surrounding wetlands in Conservation Tracts CT-2, CT-3, CT-7, CT-8, and CT-10 identified on the Western Grove Master Development Plan Revised Map H consistent with the requirements of the U.S. Army Corps of Engineers wetland permit applicable to such portion of the Property. Details of the maintenance procedures and management schedule shall be provided in the Conservation Area Management Plan.~~

39. In order to protect the Audubon's Crested Caracara, the Developer shall conduct additional surveys for Audubon's Crested Caracara and their nests on that part of those lands shown on Exhibit "C" of Port St. Lucie Resolution 10-R59 (the Tradition DRI Development Order) that have been transferred to the Western Grove DRI, which lands are not subject to the U.S. Army Corps of Engineers ("ACOE") Permit No. 200103272 (IP-TA) issued April 26, 2002 (the "Subject Lands"). The surveys shall be coordinated with the U.S. Fish and Wildlife Service ("USFWS") in association with the submittal of the Wetland Resource Permit application(s) or permit modification requests to the ACOE for the Subject Lands (or any portion thereof).

4140. In the event that it is determined that any additional representative of a state or federally listed plant or animal species is resident on, or otherwise significantly dependent upon the project site, the Developer shall cease all activities which might negatively affect that individual population and immediately notify the City of Port St. Lucie provide notification in accordance with the U.S. Army Corps of Engineers permit. The Developer shall provide proper protection for any such species to the satisfaction of the City of Port St. Lucie in consultation with the U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission in accordance with the U.S. Army Corps of Engineers Permit Requirements.

Exotic Species

4241. Prior to obtaining a certificate of occupancy for any future structure located on a particular development parcel, the developer of such parcel shall remove from that parcel all Melaleuca, Brazilian pepper, Old World climbing fern, Australian pine, downy rose-myrtle, and any other nuisance and invasive exotic vegetation listed under Category I of the Florida Exotic Pest Plant Council. Removal shall be in a manner that minimizes seed dispersal by any of these species. There shall be no planting of these species on site. Methods and a schedule for the removal of exotic and nuisance species should be approved by the City of Port St. Lucie. The entire site, including wetlands and conservation areas, shall be maintained free of these species in perpetuity, in accordance with all applicable permits.

Stormwater Management

4342. The developer of each development parcel shall design and construct a stormwater management system to retain the maximum volumes of water consistent with South Florida Water Management District criteria for flood control. The stormwater management system shall be designed and constructed to provide stormwater treatment and attenuation/storage, in accordance with South Florida Water Management District requirements, for the ultimate buildout of all public rights-of-way located within such development parcel. All discharged water from the surface water management system shall meet the water quality standards of Florida Administrative Code Rule 17-3.

4443. All elements of the stormwater management system shall be designed to prevent negative impacts to adjacent areas and to the receiving bodies of water. A water quality monitoring program shall be established if required by any applicable federal, state or local agency having jurisdiction.

4544. The Developer shall work with the City of Port St. Lucie to minimize the amount of impervious surface constructed for automobile parking on the project site. The Developer and the City should consider the use of pervious parking lot materials where feasible.

4645. The surface water management system shall utilize Best Management Practices to minimize the impact of chemical runoff associated with lawn and landscape maintenance. The Developer shall coordinate with the South Florida Water Management District to formulate and implement Best Management Practices to reduce the use of pesticides and fertilizers throughout the project.

4746. Maintenance and management efforts required to assure the continued viability of all components of the surface water management system shall be the financial and physical responsibility of the Developer, a community development district, special assessment district

or other entity acceptable to the City of Port St. Lucie. Any entities subsequently replacing the Developer shall be required to assume the responsibilities outlined above.

Water Supply

4847. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from the City of Port St. Lucie Utility Systems Department that adequate capacity of treated potable water is available to serve the development parcel and the providing utility has service/distribution infrastructure that is either operational or guaranteed through surety, in a form acceptable to the City, to serve the development parcel. The Developer shall comply with the water line extension policy as set forth in the City of Port St. Lucie, Florida, Water, Wastewater and Reclaimed Water Master Plan Update dated April 2012.

4948. The preferred source of irrigation water shall be treated wastewater effluent at such time as this source is made available to the site. Developer shall connect each development parcel to the reclaimed water system when the system is within 300 feet of the development parcel. The Property shall be equipped with an irrigation water distribution system to provide reclaimed water to all domestic residential lots when it becomes available. No individual home wells shall be constructed on the Property. Prior to availability of a sufficient supply of reclaimed water, other water supply sources may be used for landscape irrigation subject to meeting South Florida Water Management District permitting criteria in effect at the time of permit application.

5049. In order to reduce irrigation water demand, xeriscape landscaping shall be implemented throughout the Property. At a minimum, the xeriscape landscaping shall meet the requirements of the City of Port St. Lucie.

5150. The project shall utilize ultra-low volume water use plumbing fixtures, self-closing and/or metered water faucets, xeriscape landscape techniques, and other water conserving devices and/or methods specified in the Water Conservation Act, Section 553.14, Florida Statutes. These devices and methods shall meet the criteria outlined in the water conservation plan of the public water supply permit issued to the City of Port St. Lucie by the South Florida Water Management District.

Wastewater Management

5251. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from the City of Port St. Lucie Utility Systems Department that adequate capacity for wastewater treatment is available to serve the development parcel and the providing utility has service/distribution infrastructure that is either operational or guaranteed through surety, in a form acceptable to the City, to serve the development parcel. The Developer shall comply with the wastewater line extension policy as set forth in the City of Port St. Lucie, Florida, Water, Wastewater and Reclaimed Water Master Plan Update dated April 2012.

Solid Waste and Hazardous Materials

5352. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has provided written confirmation from St. Lucie County, or another provider acceptable to the City of Port St. Lucie, that adequate solid

waste disposal services and facilities will be available when needed. Development shall only occur concurrently with the provision of adequate solid waste disposal services and facilities.

Air Quality

5453. During land clearing and site preparation, soil treatment techniques appropriate for controlling unconfined particulate emissions shall be undertaken. If construction on a parcel will not begin within thirty days of clearing, the soil shall be stabilized until construction of the parcel begins. Cleared areas may be sodded, seeded, landscaped, or mulched to stabilize the soil. Minimal clearing for access roads, survey lines, fence installation, or construction trailers, and equipment staging areas is allowed without the need for soil stabilization. The purpose of this condition is to minimize dust production and soil erosion during land clearing and to prevent soil particulates from becoming airborne between the time of clearing and construction. The development shall comply with all National Pollutant Discharge Elimination System requirements.

HUMAN RESOURCE ISSUES

Housing

5554. The Port St. Lucie Comprehensive Plan does not require any affordable housing mitigation or contribution by the Developer. However, the Developer has offered to provide voluntary support for affordable housing by means of a local condition. The Developer shall pay a voluntary affordable housing assistance fee of ~~\$500~~\$250, or a mutually agreed upon amount, for each residential unit after the first 955 units, constructed on the Property, payable at the time of building permit application, into an affordable housing trust fund or other dedicated account established by the City. The City shall determine how to disburse the moneys in such trust fund in order to encourage affordable housing through such means as (a) acquisition of land; (b) a program of down payment assistance; (c) prepaying of points for qualified homebuyers; (d) rehabilitation of existing affordable housing; (e) construction of new affordable housing by private developers or not-for-profit entities; or (f) other appropriate affordable housing strategies.

5655. As an alternative to the above, the Developer at its option may choose to participate in a program developed by the City of Port St. Lucie that will meet the same goals and objectives of the condition to provide sufficient workforce housing, based upon a program of the City of Port St. Lucie upon its adoption in the City of Port St. Lucie comprehensive plan.

5756. Prior to the beginning of each phase subsequent to Phase 1, the supply of affordable housing shall be re-calculated using the East Central Florida Regional Planning Council Methodology (revised June 1999) or, at the election of the Developer, an alternative methodology acceptable to the City or DCA the State Land Planning Agency. If the supply calculation for any subsequent phase shows that there is not an adequate supply of affordable housing reasonably accessible to the Western Grove Development of Regional Impact to meet the demand from the non-residential development in that phase, the Development Order shall be amended to include measures to mitigate the unmet housing need consistent with Rule ~~9J-2.04873C-40.048~~, F.A.C. The voluntary affordable housing assistance fee provided for in Condition 5553 shall be credited against any required mitigation.

Schools

~~58~~57. No residential subdivision plat shall be recorded nor final residential site plan approved for any development parcel after July 1, 2007 until the Developer has secured a development agreement with the St. Lucie County School District. This provision shall not apply to adult facilities, or age restricted residential housing per section 24-29 of the St. Lucie County Educational Impact Fee Ordinance.

- a. The dedication of one K-8 school site to the St. Lucie County School District of not less than 25 acres, provided that drainage (after all required water quality pretreatment is provided on site at no cost to the Developer) for the K-8 school site can be accommodated off-site as part of a larger master stormwater system. The net acreage must not include any required upland or wetland preservation areas. Alternatively if collocated with a park site, and recreational areas can be shared, the site can be reduced to 20 acres, provided that drainage for the K-8 school site can be accommodated off-site.
- b. For the proposed total development program of ~~4,062~~ 4,000 dwelling units (excluding any age restricted units) of which 955 dwelling units are mitigated by the Tradition DRI, and with current student generation rates for St. Lucie County, the developer shall contribute a proportionate share of all costs necessary to construct, according to State of Florida and St. Lucie County School District standards, the school facilities for the site identified in this condition, not to exceed the total amount of educational facilities impact fees for the Property based upon general applicable St. Lucie County Educational Impact Fee in effect from time to time, so that there will be adequate school facilities to accommodate the impacts of the development. Such facilities shall be operated and maintained by the St. Luce County School District.
- c. The development agreement with the St. Lucie County School District or the City of Port St. Lucie shall provide for a formula for the reimbursement of educational impact fees that would normally be assessed of dwelling units within the proposed development.

Police and Fire Protection

~~59~~58. No residential subdivision plat shall be recorded nor final site plan approved for any development parcel until the Developer has received a statement from the City of Port St. Lucie Police Department indicating that adequate facilities and police protection are in place to serve the development parcel. The methodology used to determine the demand created as a result of the project and the standards used to determine adequate police protection shall be approved by the City of Port St. Lucie Police Department.

~~60~~59. No residential subdivision plat shall be recorded nor site plan approved for any development parcel after July 1, 2007 until the Developer has entered into a mutually agreed upon Developer's Agreement with the St. Lucie County Fire District for improvements necessary to provide Fire and Emergency Medical Services to the Property.

Hurricane Preparedness

~~6160.~~ The Developer shall pay a proportionate share payment to the City of Port St. Lucie, or construct buildings to provide a minimum of ~~8,138~~ 8,014 square feet of public hurricane evacuation shelter space for the residents of the Western Grove Development of Regional Impact. If the space is constructed by the Developer, construction will commence before the start of hurricane season during the year that each phase is scheduled to end. If the Developer is to construct same, then a minimum of ~~4,688~~ 5,009 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 1; a minimum of ~~3,064~~ 2,003 square feet of public hurricane evacuation shelter space shall be under construction by the end of Phase 2; and a minimum of ~~3,376~~ 1,002 square feet of public hurricane evacuation shelter space shall under construction by the end of Phase 3. Emergency shelter requirements may be accomplished through providing a combination of safe spaces within each home and/or constructing community hurricane shelter spaces or dual use of a facility, such as but not limited to a community amenity structure, constructed or retrofitted to State of Florida hurricane code (including public schools) or ~~other~~ some other combination thereof. The hurricane shelter mitigation techniques provided shall be approved by the City of Port St. Lucie and be consistent with Chapter 9J-2.0256(5) (a), Florida Administrative Code and Red Cross Standard 4496. If the Development Order is changed to allow an alternate number of residential units, then the numbers in this condition would change proportionately.

~~6261.~~ The Developer shall pay a proportionate share payment to the City of Port St. Lucie, for ~~2,940~~ 2,895 square feet of special needs public hurricane evacuation shelter space for the residents of the Western Grove Development of Regional Impact. The proportionate share payment methodology shall be as set forth in Exhibit "D". Any prior contributions made to the City's special needs shelter shall be credited towards this proportionate share. In order to ensure that shelter space is available at all times to meet demand, a proportionate share payment for a minimum of 600 1,809 square feet of special needs public hurricane evacuation shelter space shall be provided within one year of commencing Phase 1; a proportionate share payment for a minimum of 4,140 724 square feet of special needs public hurricane evacuation shelter space shall be provided within one year of commencing Phase 2; and a proportionate share payment for a minimum of 4,200 362 square feet of special needs public hurricane evacuation shelter space shall be provided within one year of commencing Phase 3. The amount of special needs public hurricane evacuation shelter space shall be recalculated to the satisfaction of the City of Port St. Lucie if age restrictions are established in any part of the Western Grove Development of Regional Impact. Special needs shelter space requirements may be accomplished through the Developer paying a proportionate share payment to mitigate its projected demand on special needs shelters. The special needs hurricane shelter mitigation techniques provided shall be approved by the City of Port St. Lucie and be consistent with ~~Chapter~~ Rule 9J-2.0256(5) (a), Florida Administrative Code and Red Cross Standard 4496. If the Development Order is changed to allow an alternate number of residential units, then the numbers in this condition would change proportionately.

Parks and Recreation

~~6362.~~ ~~Prior to January 1, 2008,~~ ~~t~~The Developer shall prepare a plan to be approved by the City of Port St. Lucie Parks and Recreation Department for the provision of neighborhood and community recreational sites and facilities to meet the demand created by the residential development of the Property. At a minimum, the plan shall 1) provide for a minimum of 50 acres of net usable area of active recreation which is based on the City's level of service

requirement of 5 acres of parks and recreational facilities per 1,000 population of which 40.2 acres have been provided as identified below; 2) show the locations of proposed parks and recreational facilities; 3) provide a schedule for the conveyance of parks sites and 4) comply with a requirement of 5 acres of parks per 1,000 population, consistent with the level of service required for parks and recreational facilities in the City of Port St. Lucie Comprehensive Plan at the time of adoption of the original Development Order for Western Grove. Neighborhood and community recreational facilities shall be constructed and available to serve projected demand in accordance with the plan approved by the City of Port St. Lucie Parks and Recreation Department. A total of 40.2 acres of the 50 total acres of park and recreation land required by this condition have been provided for Western Grove as set forth in that Contract for Sale and Purchase between Tradition Development Company, LLC, and the City of Port St. Lucie recorded at Official Record Book 3006, Page 260 of the Public Records of St. Lucie County, Florida. The Developer shall convey and the City shall accept a minimum of 9.8 acres of park and recreation land as shown on Revised Map H which will complete the Developer's remaining obligation under this condition. The time of the conveyance of the remaining 9.8 acres shall be at the Developer's option, but no later than issuance of a building permit for the 3,501st residential dwelling unit. Satisfaction of this condition shall satisfy Parks and Recreation concurrency requirements.

6463. The provision of public beach access and boat ramp facilities is a local issue which the City and St. Lucie County address through impact fees, taxes, grants, and other assessments. With those funding sources, the City and St. Lucie County can expand existing or construct new public beach access and boat ramp facilities which may be needed to accommodate the residential development approved by this Development Order.

Historic and Archaeological Sites

6564. In the event of discovery of any archaeological artifacts during construction of the project, construction shall stop in the area of discovery, until appropriate protective measures are taken, and immediate notification shall be provided to the City of Port St. Lucie and the Division of Historical Resources, Florida Department of State. Proper protection shall be provided to the satisfaction of the City of Port St. Lucie and the Division of Historical Resources.

Energy

6665. The final site and building designs shall comply with Florida Thermal Efficiency Code Part VII, Chapter 553, Florida Statutes. To the maximum extent feasible, the project shall also incorporate measures identified in Treasure Coast Regional Planning Council's energy plan guide entitled, Energy Planning in the Twenty-First Century: A Guide for Florida Communities, updated January 2003; and the Strategic Regional Policy Plan.

NOPC
WESTERN GROVE DO
EXHIBIT LIST FOR REFERENCE

REVISED EXHIBIT A OF EXHIBIT 1
WESTERN GROVE LEGAL DESCRIPTION

REVISED EXHIBIT B TO EXHIBIT 1
WESTERN GROVE

[REVISED MAP H]

REVISED EXHIBIT C OF EXHIBIT 1
TRIP CONVERSION MATRIX

REVISED EXHIBIT D OF EXHIBIT 1
WESTERN GROVE DRI 06-77
SPECIAL NEEDS SHELTER PROPORTIONATE SHARE CALCULATION

EXHIBIT E OF EXHIBIT 1
METHOD FOR CALCULATING WESTERN GROVE TOTAL NET EXTERNAL DRI P.M.
PEAK HOUR TRIPS

EXHIBIT F OF EXHIBIT 1
SECOND CAPACITY AGREEMENT AND
CITY ACKNOWLEDGMENT OF FULL PAYMENT

EXHIBIT G OF EXHIBIT 1
CITY OF PORT ST. LUCIE LEVEL OF SERVICE STANDARD

REVISED EXHIBIT A OF EXHIBIT 1

WESTERN GROVE LEGAL DESCRIPTION

DESCRIPTION:

A PARCEL OF LAND LYING IN SECTIONS 5, 6, 7, 8, 17 AND 18, TOWNSHIP 37 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE PLAT OF TRADITION PLAT NO. 5, RECORDED IN PLAT BOOK 42, PAGES 4, 4A THRU 4I, PUBLIC RECORDS OF SAID ST. LUCIE COUNTY, FLORIDA; THENCE, DEPARTING SAID SOUTHWEST CORNER, NORTH 89°13'13" WEST, A DISTANCE OF 3419.85 FEET TO A POINT ON A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 200.00 FEET FROM WHICH A RADIAL LINE BEARS SOUTH 47°40'30" WEST AND POINT OF BEGINNING #1; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 28°16'52", A DISTANCE OF 98.72 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 14°02'38" EAST, A DISTANCE OF 439.21 FEET; THENCE SOUTH 11°24'07" WEST, A DISTANCE OF 156.51 FEET; THENCE SOUTH 71°27'22" EAST, A DISTANCE OF 42.42 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 590.92 FEET FROM WHICH A RADIAL LINE BEARS SOUTH 78°21'31" EAST; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 6°54'10", A DISTANCE OF 71.19 FEET TO THE POINT OF TANGENCY; THENCE NORTH 18°32'38" EAST, A DISTANCE OF 400.72 FEET; THENCE NORTH 26°27'22" WEST, A DISTANCE OF 35.36 FEET; THENCE NORTH 18°32'38" EAST, A DISTANCE OF 53.26 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 58.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 49°08'12", A DISTANCE OF 49.74 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 130.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 75°55'32", A DISTANCE OF 172.27 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 58.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 54°56'15", A DISTANCE OF 55.61 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 18°32'38" WEST, A DISTANCE OF 56.55 FEET; THENCE SOUTH 63°32'38" WEST, A DISTANCE OF 14.14 FEET; THENCE SOUTH 18°32'38" WEST, A DISTANCE OF 400.72 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 510.92 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°54'07", A DISTANCE OF 97.21 FEET TO THE POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 30.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 52°41'52", A DISTANCE OF 27.59 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 75.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 85°47'17", A DISTANCE OF 112.30 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 30.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 48°11'23", A DISTANCE OF 25.23 FEET TO THE POINT OF TANGENCY; THENCE NORTH 88°55'19" EAST, A DISTANCE OF 154.21 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 280.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°32'34", A DISTANCE OF 56.41 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 1480.00 FEET FROM WHICH A RADIAL LINE BEARS SOUTH 53°58'38" EAST; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 0°06'46", A DISTANCE OF 2.91 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 35°54'36" WEST, A DISTANCE OF 835.47 FEET; THENCE SOUTH 00°28'44" WEST, A DISTANCE OF 2288.82 FEET TO A POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY LINE OF E/W #1 AS RECORDED IN OFFICIAL RECORD BOOK 2972 AT PAGES 829 THROUGH 846 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG SAID NORTH RIGHT-OF-WAY LINE AND THE WESTERLY PROLONGATION THEREOF, NORTH 89°50'39" WEST, A DISTANCE OF 7869.96 FEET TO A POINT OF INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF STATE ROAD

S-609/RANGELINE ROAD AS DESCRIBED IN DEED RECORDED IN OFFICIAL RECORD BOOK 2186, PAGE 548 AND OFFICIAL RECORD BOOK 710, PAGE 96 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG SAID EAST RIGHT-OF-WAY LINE, THE FOLLOWING SIX (6) COURSES, NORTH 00°00'21" EAST, A DISTANCE OF 1040.46 FEET; THENCE NORTH 00°01'22" WEST, A DISTANCE OF 2608.92 FEET; THENCE NORTH 85°42'58" EAST, A DISTANCE OF 74.89 FEET; THENCE NORTH 02°05'08" WEST, A DISTANCE OF 5257.15 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 5654.58 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 2°06'23", A DISTANCE OF 207.88 FEET TO THE POINT OF TANGENCY; THENCE NORTH 00°01'15" EAST, A DISTANCE OF 2337.96 FEET TO A POINT OF INTERSECTION WITH THE SOUTH RIGHT-OF-WAY LINE OF CROSSTOWN PARKWAY AS RECORDED IN OFFICIAL RECORD BOOK 2186, PAGE 548 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG SAID SOUTH LINE THE FOLLOWING TWO (2) COURSES, SOUTH 89°58'45" EAST, A DISTANCE OF 5508.67 FEET; THENCE NORTH 74°05'52" EAST, A DISTANCE OF 2788.79 FEET; THENCE, DEPARTING SAID SOUTH LINE, SOUTH 13°12'00" EAST, A DISTANCE OF 4316.52 FEET; THENCE SOUTH 81°33'53" WEST, A DISTANCE OF 621.46 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 1130.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 5°23'17", A DISTANCE OF 106.26 FEET; NORTH 53°22'26" WEST, A DISTANCE OF 15.42 FEET TO A POINT OF INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF FERNSLAKE DRIVE AS RECORDED IN OFFICIAL RECORD BOOK 3071, PAGE 2612 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA AND A POINT OF CURVATURE OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 760.00 FEET FROM WHICH A RADIAL LINE BEARS NORTH 87°04'31" EAST; THENCE, ALONG THE EAST AND SOUTH LINES OF SAID FERNSLAKE DRIVE THE FOLLOWING TWO (2) COURSES, SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°28'48", A DISTANCE OF 139.01 FEET; THENCE SOUTH 75°54'42" WEST, A DISTANCE OF 80.01 FEET TO A POINT OF INTERSECTION WITH THE NORTH RIGHT-OF-WAY LINE OF WESTCLIFFE LANE AS RECORDED IN OFFICIAL RECORD BOOK 3071, PAGE 2651 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA AND A POINT OF CURVATURE OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 50.00 FEET FROM WHICH A RADIAL LINE BEARS SOUTH 76°31'48" WEST; THENCE, SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 55°30'50", AND ALONG SAID NORTH RIGHT-OF-WAY LINE THE FOLLOWING EIGHT (8) COURSES, A DISTANCE OF 48.45 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 110.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 8°37'53", A DISTANCE OF 16.57 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 50.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 51°19'04", A DISTANCE OF 44.78 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 84°43'49" WEST, A DISTANCE OF 174.38 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 1100.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 45°17'00", A DISTANCE OF 869.38 FEET TO THE POINT OF TANGENCY; THENCE NORTH 49°59'11" WEST, A DISTANCE OF 1546.87 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 1200.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 39°18'59", A DISTANCE OF 823.44 FEET TO THE POINT OF TANGENCY; THENCE NORTH 89°18'10" WEST, A DISTANCE OF 211.19 FEET TO A POINT OF INTERSECTION WITH THE WEST LINE OF THE 200 FOOT FLORIDA POWER & LIGHT AS RECORDED IN OFFICIAL RECORD BOOK 767, PAGE 2676 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG SAID WEST LINE THE FOLLOWING TWO (2) COURSES, SOUTH 00°41'50" WEST, A DISTANCE OF 5372.25 FEET; THENCE SOUTH 00°08'18" WEST, A DISTANCE OF 317.26 FEET; THENCE, DEPARTING SAID WEST LINE, NORTH 31°45'23" EAST, A DISTANCE OF 287.98 FEET; THENCE SOUTH 90°00'00" EAST, A DISTANCE OF 479.11 FEET; THENCE NORTH 25°42'03" EAST, A DISTANCE OF 708.40 FEET; THENCE NORTH 55°58'12" WEST, A DISTANCE OF 41.35 FEET; THENCE NORTH 64°04'09" WEST, A DISTANCE OF 36.99 FEET; THENCE NORTH 34°18'02" WEST, A DISTANCE OF 57.12 FEET; THENCE NORTH 04°58'20" EAST, A DISTANCE OF 32.40 FEET; THENCE NORTH 29°38'11" EAST, A DISTANCE OF 56.90 FEET; THENCE NORTH 55°08'19" EAST, A DISTANCE OF 39.86 FEET; THENCE NORTH 67°58'26" EAST, A DISTANCE OF 76.12 FEET; THENCE NORTH 79°45'14" EAST, A DISTANCE OF 78.71 FEET; THENCE NORTH 86°56'06" EAST, A DISTANCE OF 47.36 FEET; THENCE SOUTH 83°49'59" EAST, A DISTANCE OF 32.61 FEET; THENCE SOUTH 76°45'58" EAST, A DISTANCE OF 32.93 FEET; THENCE SOUTH 58°01'15" EAST, A DISTANCE OF 60.94 FEET; THENCE NORTH 67°14'46" EAST, A DISTANCE OF 363.33 FEET; THENCE NORTH 80°50'18" EAST, A DISTANCE OF 311.82 FEET; THENCE SOUTH 39°35'38" EAST, A DISTANCE OF 373.81 FEET; THENCE SOUTH 62°56'57" WEST, A DISTANCE OF 710.69 FEET; THENCE SOUTH 09°54'33" WEST, A DISTANCE OF 528.17 FEET; THENCE SOUTH 43°15'34" EAST, A DISTANCE OF 1.86 FEET; THENCE

NORTH 89°57'05" EAST, A DISTANCE OF 1118.66 FEET; THENCE NORTH 35°27'24" EAST, A DISTANCE OF 161.02 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 200.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 102°13'06", A DISTANCE OF 356.81 FEET TO POINT OF BEGINNING #1.

CONTAINING 1,886.865 ACRES, MORE OR LESS.

LESS AND EXCEPT:

FLORIDA POWER AND LIGHT ALLAPATTAH SUBSTATION, AS RECORDED IN PLAT BOOK 58, PAGE 12, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

CONTAINING 2.491 ACRES, MORE OR LESS.

CONTAINING A TOTAL OF 1,884.374 ACRES, MORE OR LESS.

TOGETHER WITH:

BEING A PARCEL OF LAND LYING IN SECTION 8, TOWNSHIP 37 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT POINT OF BEGINNING #2 BEING THE NORTHEAST CORNER OF THE PLAT OF TRADITION PLAT NO. 58, AS RECORDED IN PLAT BOOK 59, PAGE 21, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG THE NORTH LINE OF SAID TRADITION PLAT NO. 58 THE FOLLOWING SEVEN (7) COURSES, NORTH 89°53'05" WEST, A DISTANCE OF 194.96 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 50.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 70°02'04", A DISTANCE OF 61.12 FEET TO THE POINT OF TANGENCY; THENCE NORTH 19°51'01" WEST, A DISTANCE OF 224.93 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 200.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 83°40'24", A DISTANCE OF 292.08 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 76°28'35" WEST, A DISTANCE OF 669.95 FEET; THENCE SOUTH 07°29'09" EAST, A DISTANCE OF 209.34 FEET; THENCE SOUTH 47°13'42" WEST, A DISTANCE OF 508.14 FEET TO A POINT OF INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF TRADITIONS PARKWAY AS RECORDED IN OFFICIAL RECORD BOOK 3071, PAGE 2651 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA AND TO A POINT ON A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 1465.00 FEET FROM WHICH A RADIAL LINE BEARS NORTH 56°35'54" EAST; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°24'52", A DISTANCE OF 445.27 FEET TO THE SOUTHWEST CORNER OF TRACT A, ACCORDING TO THE PLAT OF TRADITION PLAT NO. 68, AS RECORDED IN PLAT BOOK 66, PAGE 37, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE ALONG THE SOUTHERLY, EASTERLY, AND NORTHERLY LINE OF SAID TRACT A THE FOLLOWING SEVEN (7) COURSES; THENCE NORTH 74°00'46" EAST, A DISTANCE OF 60.76 FEET; THENCE NORTH 21°07'28" EAST, A DISTANCE OF 100.75 FEET; THENCE NORTH 30°08'54" EAST, A DISTANCE OF 78.00 FEET; THENCE NORTH 14°10'47" WEST, A DISTANCE OF 112.39 FEET; THENCE NORTH 71°42'41" WEST, A DISTANCE OF 90.85 FEET; THENCE NORTH 51°27'29" WEST, A DISTANCE OF 76.73 FEET; THENCE SOUTH 88°24'58" WEST, A DISTANCE OF 16.19 FEET TO A POINT OF INTERSECTION WITH THE AFORESAID EAST RIGHT-OF-WAY LINE OF TRADITION PARKWAY AND TO A POINT ON A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 1465.00 FEET FROM WHICH A RADIAL LINE BEARS NORTH 88°24'58" EAST; THENCE NORTHERLY ALONG SAID EAST LINE AND THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 1°35'02", A DISTANCE OF 40.50 FEET AND THE FOLLOWING FIVE (5) COURSES; THENCE NORTH 00°00'00" EAST, A DISTANCE OF 182.47 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 1595.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 9°38'59", A DISTANCE OF 268.63 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 50.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°50'06", A DISTANCE OF 41.74 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 130.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF

21°42'43", A DISTANCE OF 49.26 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 50.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 56°42'14", A DISTANCE OF 49.48 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF FERNLAKE DRIVE AS RECORDED IN OFFICIAL RECORD BOOK 3071, PAGE 2612 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA AND THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 930.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 54°51'10", ALONG SAID SOUTH LINE, A DISTANCE OF 890.35 FEET TO THE POINT OF TANGENCY; THENCE, CONTINUING ALONG SAID SOUTH LINE, NORTH 18°19'28" EAST, A DISTANCE OF 61.04 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 864.80 FEET; THENCE, CONTINUING ALONG SAID SOUTH LINE AND NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°28'41", A DISTANCE OF 203.43 FEET TO THE SOUTHWESTERLY CORNER OF TRADITION PLAT NO. 62, AS RECORDED IN PLAT BOOK 60, PAGE 22, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG THE SOUTH LINE OF SAID PLAT THE FOLLOWING THREE (3) COURSES, SOUTH 51°55'07" EAST, A DISTANCE OF 701.85 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 440.00 FEET FROM WHICH A RADIAL LINE BEARS SOUTH 27°50'28" EAST; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 27°35'12", A DISTANCE OF 211.85 FEET TO THE POINT OF TANGENCY; THENCE NORTH 89°44'44" EAST, A DISTANCE OF 277.08 FEET TO THE NORTHWEST CORNER OF TRADITION PLAT NO. 16, AS RECORDED IN PLAT BOOK 44, PAGE 12, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG THE WEST LINE OF SAID TRADITION PLAT NO. 16, SOUTH 00°06'55" WEST, A DISTANCE OF 1493.94 FEET TO POINT OF BEGINNING #2.

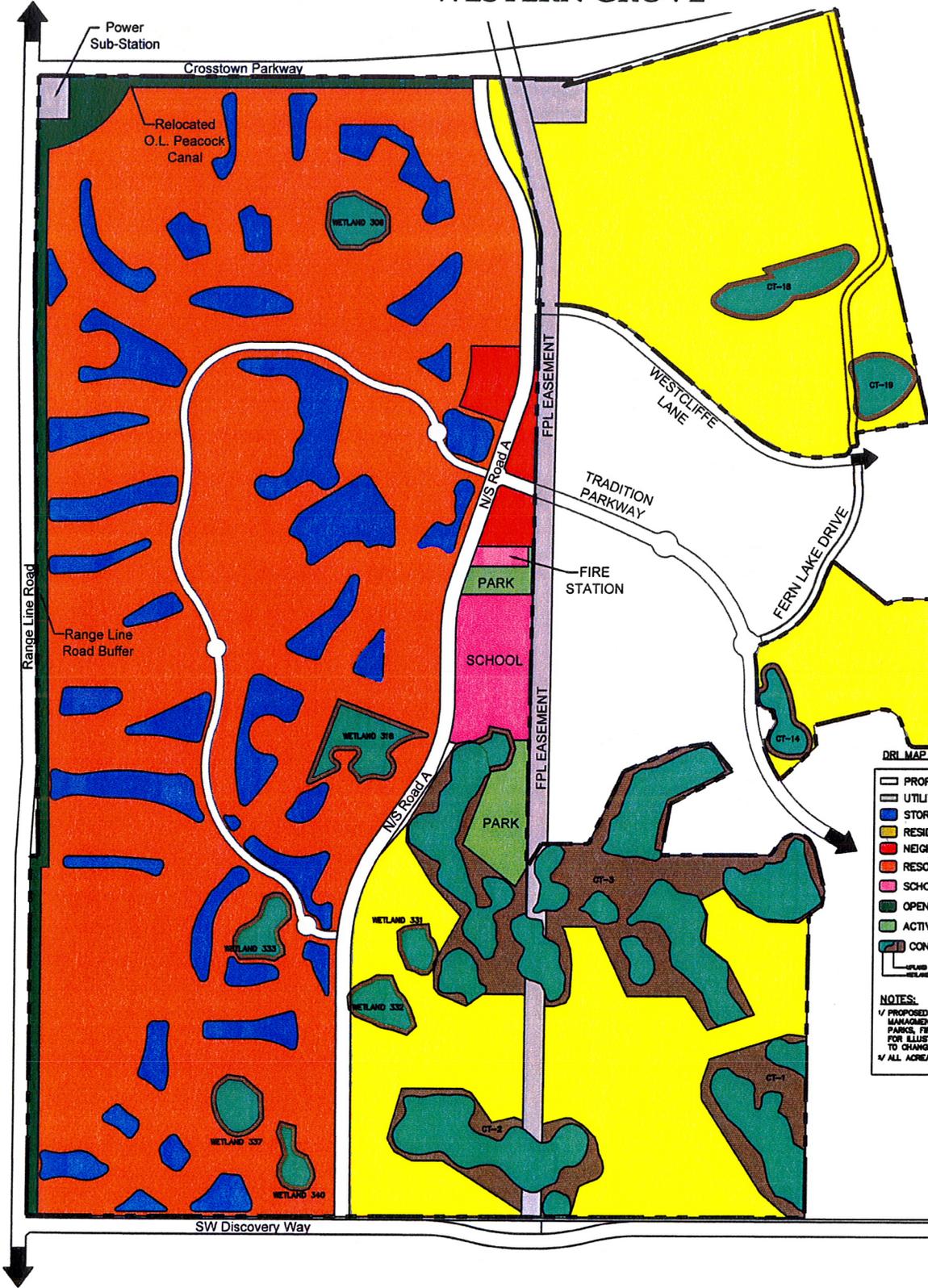
CONTAINING 54.548 ACRES, MORE OR LESS.

CONTAINING A TOTAL OF 1,938.922 ACRES, MORE OR LESS.

SAID LANDS SITUATE IN ST. LUCIE COUNTY, FLORIDA.

SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS, COVENANTS, AND RIGHTS-OF-WAY OF RECORD.

EXHIBIT "B" TO EXHIBIT "1"
WESTERN GROVE



WESTERN GROVE		
Wetlands		
ID	Wetland (ac)	Upland Buffer / Upland (ac)
W-306	4,881	2,148
W-318	9,984	5,223
W-319	1,604	1,463
W-331	2,176	1,556
W-332	4,122	2,152
W-333	3,688	2,296
W-337	3,116	1,726
W-340	2,010	1,964
CT-1	16,196	15,052
CT-2	23,387	14,773
CT-3	75,360	63,396
CT-14	5,647	2,426
CT-18	9,767	4,120
CT-19	4,927	2,221
Total	166,865	100,516

DRI MAP H LEGEND:

- PROPOSED RIGHTS-OF-WAY^{1/}
 - UTILITY EASEMENT
 - STORMWATER MANAGEMENT
 - RESIDENTIAL
 - NEIGHBORHOOD/VILLAGE COMMERCIAL
 - RESORT
 - SCHOOL
 - PARK
 - OPEN SPACE/URBAN BUFFER
 - ACTIVE PARK
 - CONSERVATION AREA (W-j)
- NOTES:**
^{1/} PROPOSED RIGHTS-OF-WAY AND STORMWATER MANAGEMENT PONDS, PED/BIKE PATHS, SCHOOLS, PARKS, FIRE STATION, AND CIVIC SITES SHOWN FOR ILLUSTRATION ONLY. LOCATIONS SUBJECT TO CHANGE.
^{2/} ALL ACREAGES ARE APPROXIMATE

**REVISED EXHIBIT C
TRADE-OFF EQUIVALENCY MATRIX**

Western Grove DRI
Trip Conversion Matrix
Total Buildout PM Peak Hour

		TRADE OFF TO CREATE THIS USE				
		Use->	SF	MF	Office	Retail
USE	Use	Unit	DU	DU	1000 SF	1000 SF
	SF	DU		1.56	0.71	0.22
	MF	DU	0.64		0.46	0.14
	Office	1000 SF	1.41	2.19		0.31
	Retail	1000 SF	4.56	7.10	3.24	

Land Use	Unit	Use	Minimum	Maximum
Residential	DU	4,000	3,000	5,000
Retail	Sq Ft	200,000	140,000	260,000
Office	Sq Ft	50,000	20,000	150,000

Trips by Use after Internal Capture

Use	Unit	Total Use	PM Use Trips*	PM Total Rate
SF	DU	4,000	3,238	0.81
MF**	DU	0	0	0.52
Office	1000 SF	50,000	57	1.14
Retail	1000 SF	200,000	738	3.69

* after application of zonal internal capture and pass-by trips

** MF rate based on ITE 9th Edition Land Use 230

March 17, 2016

Revised Exhibit D OF Exhibit 1

Western Grove DRI 06-R77
Special Needs Shelter Proportional Share Calculation

The developer shall pay a proportionate share payment to mitigate its projected demand on special needs shelters. The proportionate share payment is calculated based on the following formula:

<u>2,8952,940</u>	Special Needs Square Footage*
<u>\$ 150</u>	Cost Per Square Foot to Build Non-Shelter Building
<u>\$434,250</u>	Total Cost of Non-Shelter Building
<u>10%</u>	Increase in Cost to Build Shelter Building
<u>\$43,425</u>	Proportionate Share Payment

The cost of constructing a normal building is assumed to be \$150 per square foot, and the difference in cost between a normal and shelter building is assumed to be 10%. Based on these figures, the mitigation fee be ~~\$44,100~~\$43,425. This calculation is based on the PGA Village DRI Hurricane Evacuation Shelter Mitigation Plan methodology approved by the City of Port St. Lucie City Manager on January 9, 2006.

*Required by Condition 5861 of Exhibit 1 of the Western Grove Development Order.

Western Grove Development of Regional Impact (Exhibit E - Page 1)
Trip Generation/Pass-By Rates and Equations

Table 1			
PM Peak Hour Trip Generation Rates and Equations (1)			
Land Use	ITE Code	Unit	PM Peak Hour Trip Rate/Equation (2)
Single Family Residential	210	d.u.	$\ln(T) = 0.90 * \ln(X) + 0.51$; (63% in)
Multi-Family Residential	230	d.u.	$\ln(T) = 0.82 * \ln(X) + 0.32$; (67% in)
Commercial Retail	820	1,000 s.f.	$\ln(T) = 0.67 * \ln(X/1000) + 3.31$; (48% in)
Office	710	1,000 s.f.	$T = 1.49 * (X/1000)$; (17% in)
Institutional (3)	na	1,000 s.f.	$T = 3.05 * (x)$; (40% in)
School	520	students	$T = 0.16 * (X)$; (49% in)
Park	412	Acres	$T = 0.06 * (x)$; (41% in)

(1) These trips rates/equations are to be used to calculate the overall gross PM peak hour trips for each TAZ within a DRI. Consistent with the July 2015 NOPC application this is to be accomplished by first summing the total development within a TAZ and then applying the equations/rates.

(2) T = Gross PM Peak Hour Trips

(3) Institutional uses include daycare facilities, places of worship, lodges, or fraternal/veterans organizations.

Table 2	
Pass-By Capture Percentages	
Category	Methodology (1)
Commercial Retail	The following sequence is from the WATS and was used to determine the pass-by capture percentage for commercial retail trips: * if $(75\% \times \text{Proposed Square Footage}) \leq 50,000$, use 25% pass-by * if $(75\% \times \text{Proposed Square Footage}) \leq 200,000$, use 15% pass-by * if $(75\% \times \text{Proposed Square Footage}) > 200,000$, use 10% pass-by

(1) Consistent with the July 2015 NOPC application, pass-by trips for commercial retail uses within a TAZ are to be calculated by first calculating the internal commercial retail trips within the TAZ based on Table 3 internalization rates. Then, identify the resulting external trips from the commercial retail uses with that TAZ. Finally, the pass-by rates summarized in Table 2 should be applied to 75% of the external commercial retail trips to arrive at the pass-by trips for the TAZ.

Western Grove Development of Regional Impact (Exhibit E - Page 2)
Internal Capture Details

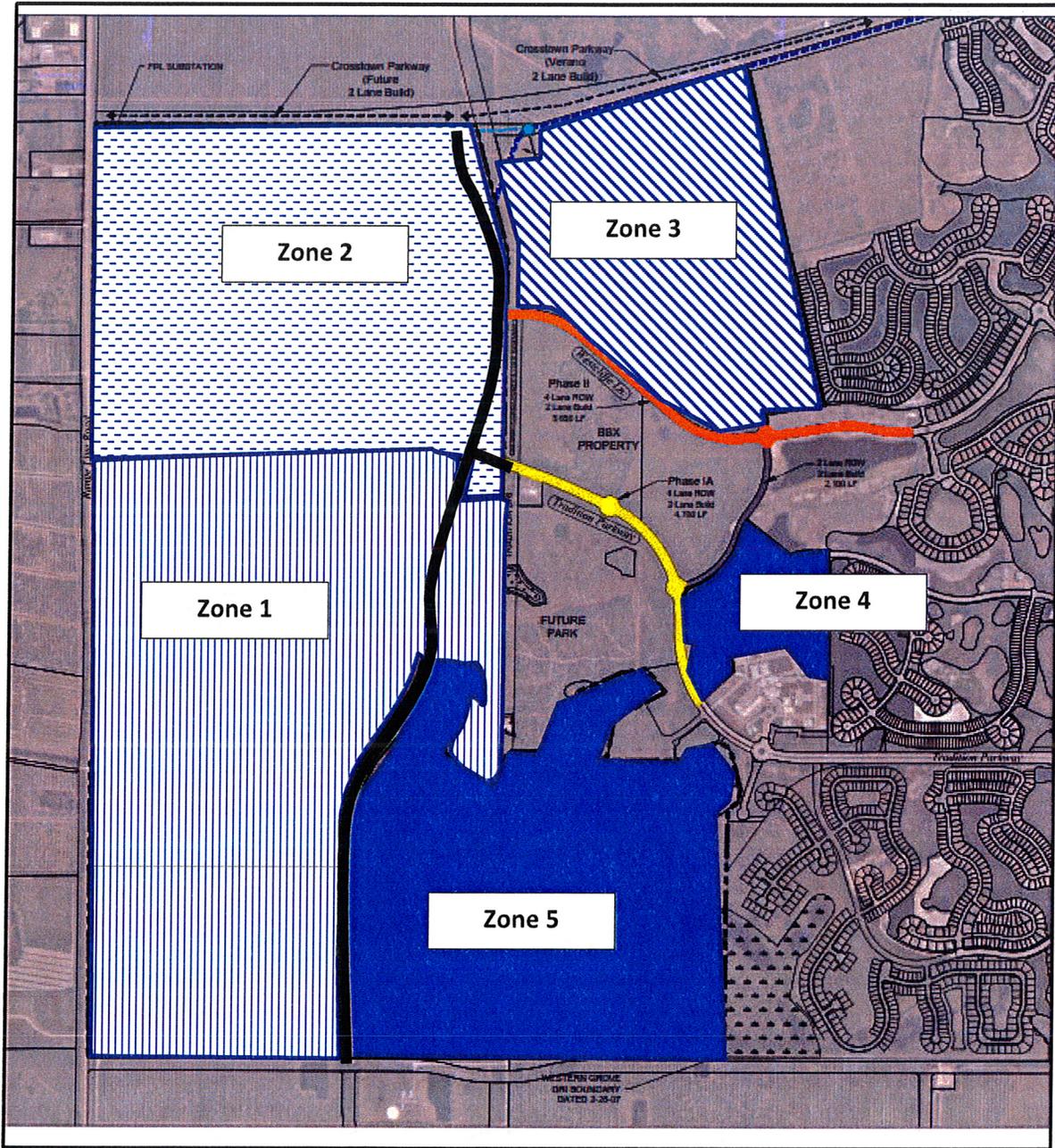
TABLE 3	
Internal Capture between Various Uses within the Same Development	
Category	Internal Capture Percentage (1)
from Residential to Office // to Office from Residential	1% // 1%
from Office to Residential // to Residential from Office	2% // 3%
from Residential to Commercial // to Commercial from Residential	38% // 9%
from Commercial to Residential // to Residential from Commercial	11% // 33%
from Residential to Inst // to Inst from Residential	2% // 20%
from Inst to Residential // to Residential from Inst	20% // 2%
from Parks to Residential // to Residential from Parks	50% // 2%
From Residential to Parks // to Parks from Residential	3% // 50%
from School to Residential // to Residential from School	50% // 3%
from Residential to School // to School from Residential	5% // 50%
from Office to Commercial // to Commercial from Office	22% // 4%
from Commercial to Office // to Office from Commercial	3% // 15%
from Office to Inst. // to Inst. from Office	1% // 5%
from Inst. to Office // to Office from Inst.	5% // 1%
from Office to Park // to Park from Office	1% // 5%
from School to Office // to Office from School	2% // 1%
from Office to School // to School from Office	1% // 2%
from School to Commercial // to Commercial from School	5% // 2%
from Commercial to School // to School from Commercial	2% // 5%
from School to Inst. // to Inst. from School	1% // 1%
from Inst. to School // to School from Inst.	1% // 1%
from Parks to School // to School from Parks	2% // 1%
From School to Parks // to Parks from School	1% // 2%
from Commercial to Inst. // to Inst. from Commercial	2% // 20%
from Inst. to Commercial // to Commercial from Inst.	15% // 2%
from Parks to Commercial // to Commercial from Parks	15% // 2%
From Commercial to Parks // to Parks from Commercial	2% // 15%

(1) Note that these percentages shall be incorporated into an internal capture matrix to establish a TAZ's overall internal capture.

TABLE 4	
Internal Capture Percentages between TAZs within Western Grove	
Category	Internal Capture Percentage (1)
Western Grove	6.5%

(1) Consistent with the July 2015 NOPC, upon calculating the net new external trips for each TAZ, Table 4 percentages should be applied to account for interaction between TAZs within the DRI to arrive at the net new external trips for the DRI as a whole.

Western Grove Development of Regional Impact (Exhibit E - Page 3)
Zone Map for Trip Generation by Zone



TAZ MAP

2/8/2016

EXHIBIT F
SECOND CAPACITY AGREEMENT AND
CITY ACKNOWLEDGMENT OF FULL PAYMENT

See that Second Capacity Agreement dated January 27, 2003, by and among Westchester Development Company, LLC, a Florida Limited Liability Company, successor by merger to Westchester Development Company, formerly known as St. Lucie Farms, Inc., ("Westchester"), Horizons St. Lucie Development, LLC, a Florida Limited Liability Company ("Horizons"), and the City of Port St. Lucie, Florida, a Florida Municipal Corporation ("City"), and letter from City Manager Donald B. Cooper dated January 5, 2009, acknowledging that receipt of the final payment pursuant to the Second Capacity Agreement.

EXHIBIT G

FDOT LEVEL OF SERVICE THRESHOLDS (FROM FDOT'S QUALITY/LOS HANDBOOK, 2012)

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials			Class I		
	Freeways	Highways		Class I	Class II		Bicycle	Pedestrian	
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (Lr)	1	1	1	1	1	1	1	1	1
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1.700	2.100	1.950	1.950	1.950	1.950	1.950	1.950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, w)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n
LEVEL OF SERVICE THRESHOLDS									
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus	
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.	
	B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 25 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4	
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

EXHIBIT G

CITY OF PORT ST. LUCIE

Adopted Level of Service Standards

MINIMUM LEVEL OF SERVICE STANDARDS

<u>Facility Type (Non SIS)</u>	<u>LOS Standard</u>
Collector	D
Minor Arterial (Urban)	E *
Primary Arterial (Urban)	E *
State Highway (Urban)	D
Limited Access Facility (Urban)	D

(Level of service for roadways shall be determined based on peak hour traffic conditions, transportation is measured by average annual daily traffic counts: AADT, as the best available information provided by the MPO)

LEVEL OF SERVICE STANDARDS

Facility Type

Backlogged Facilities

Constrained Facilities

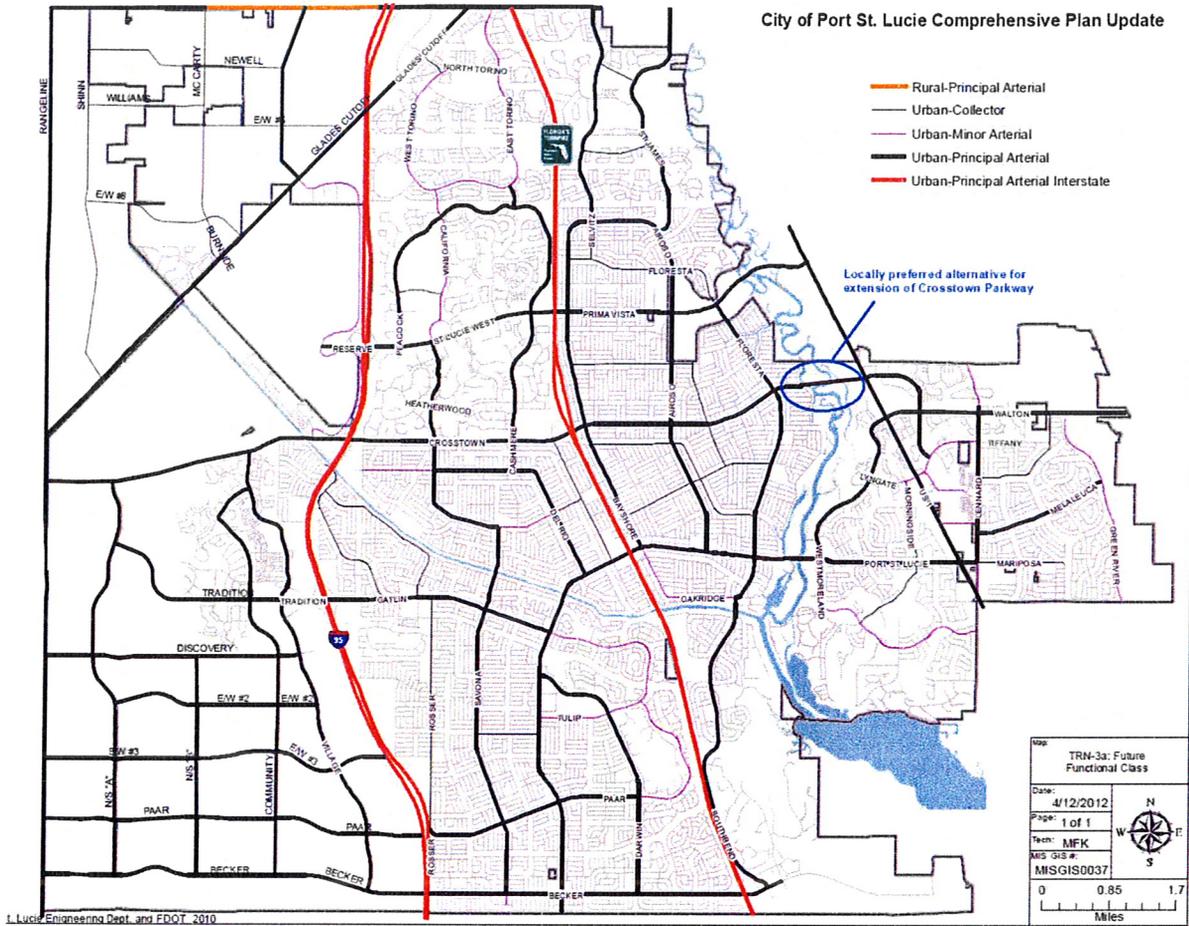
Standards

maintain & improve

maintain*

*Transportation System Management and Transportation Demand Management measures will be used to maintain and improve traffic flow.

EXHIBIT G





City of Port St. Lucie

Planning and Zoning Department Memorandum

Item# 7(E)

TO: PLANNING AND ZONING BOARD – MEETING OF APRIL 5, 2016

FROM: ANNE COX, ASSISTANT DIRECTOR OF PLANNING AND ZONING *AC*

RE: TRADITION DEVELOPMENT OF REGIONAL IMPACT (DRI) NOTICE OF PROPOSED CHANGE (PROJECT NO. P15-143) – 6TH AMENDMENT TO THE DEVELOPMENT ORDER

DATE: MARCH 24, 2016

OWNERS/APPLICANTS: Tradition Development Company, LLC is the property owner. Steven Garrett of Lucido & Associates is the authorized agent.

LOCATION: The property is located directly west of Interstate 95 and both north and south of Tradition Parkway.

LEGAL DESCRIPTION: All of Section 9 and a portion of Sections 4, 5, 6, 7, 8, 10, 15, 16, 17 and 18, Township 37 South, Range 39 East and a portion of Section 33, Township 36 South, Range 39 East. A complete legal description is attached to the proposed resolution.

SIZE: approximately 3,075.64 acres

FUTURE LAND USE DESIGNATION: NCD (New Community Development District)

CURRENT ZONING: MPUD (Master Planned Unit Development)

PROJECT BACKGROUND: The original Tradition DRI Development Order (Resolution 03-R67) was approved by the City Council on September 22, 2003. The development plan divided the project into major districts or uses consistent with the NCD land use category policies. The land use categories include Residential, Mixed Use, Village Center, and Town Center.

The DRI has been amended five times. The most recent amendment was approved by the City Council on August 23, 2010 (Resolution 10-R59). This amendment increased the

office square footage from 350,000 to 700,000; decreased the commercial square footage from 1,123,000 to 950,000; and added 90,000 square feet of warehouse.

The amounts of development allowed for the DRI and the existing amounts of development for Tradition are as follows:

Use	Allowed	Existing/Approved
Single Family	5,945 units	4,919 units
Multi-family	1,000 units	573 units
Assisted Living	300 units	72 units
Hotel	150 rooms	0 units
Commercial	950,000 square feet	602,756 square feet
Office	700,000 square feet	329,267 square feet
Warehouse	90,000 square feet	0 square feet

PROPOSED CHANGES TO THE DEVELOPMENT ORDER: The notice of proposed change (NOPC) to the approved DRI includes the following changes:

1. Amend the legal description and maps (Exhibits A, B and C) of the DRI development order to transfer approximately 348.19 acres into the Western Grove DRI. The new total acreage is proposed to be 2,727.45 acres.
2. Reduce the number of single family residential units by 955 from 5,945 to 4,990, along with a corresponding decrease to pm peak hour traffic trips in Section 4, Plan of Development.
3. Extend the phase, buildout and expiration dates per the 2011 statutory extension and various Executive Orders as shown in Section 4, Plan of Development.
4. Revise Section 5, Condition J and Condition N.6.h to extend the compliance dates to December 31, 2016 for providing a plan for emergency shelter space and for completing the conveyance of remaining roads to the City.

ANALYSIS:

Exhibit B is Map H, the Master Development Plan. The existing and proposed Map H is attached to depict the areas where the 348.19 acres is proposed to be removed from the DRI and transferred into the Western Grove DRI. This acreage was slated for 955 single

family residential units, therefore those residential units are also proposed to be removed from the DRI. The Hurricane Preparedness condition requires that a plan for emergency shelter space be provided. The developer is requesting that the date be extended to December 31, 2016. The 2014 Statewide Emergency Shelter Plan, which is updated every two years, shows that there is adequate general population shelter space for St. Lucie County through 2019. The transportation conditions include roads that need to be turned over to the City and the developer is working through that process.

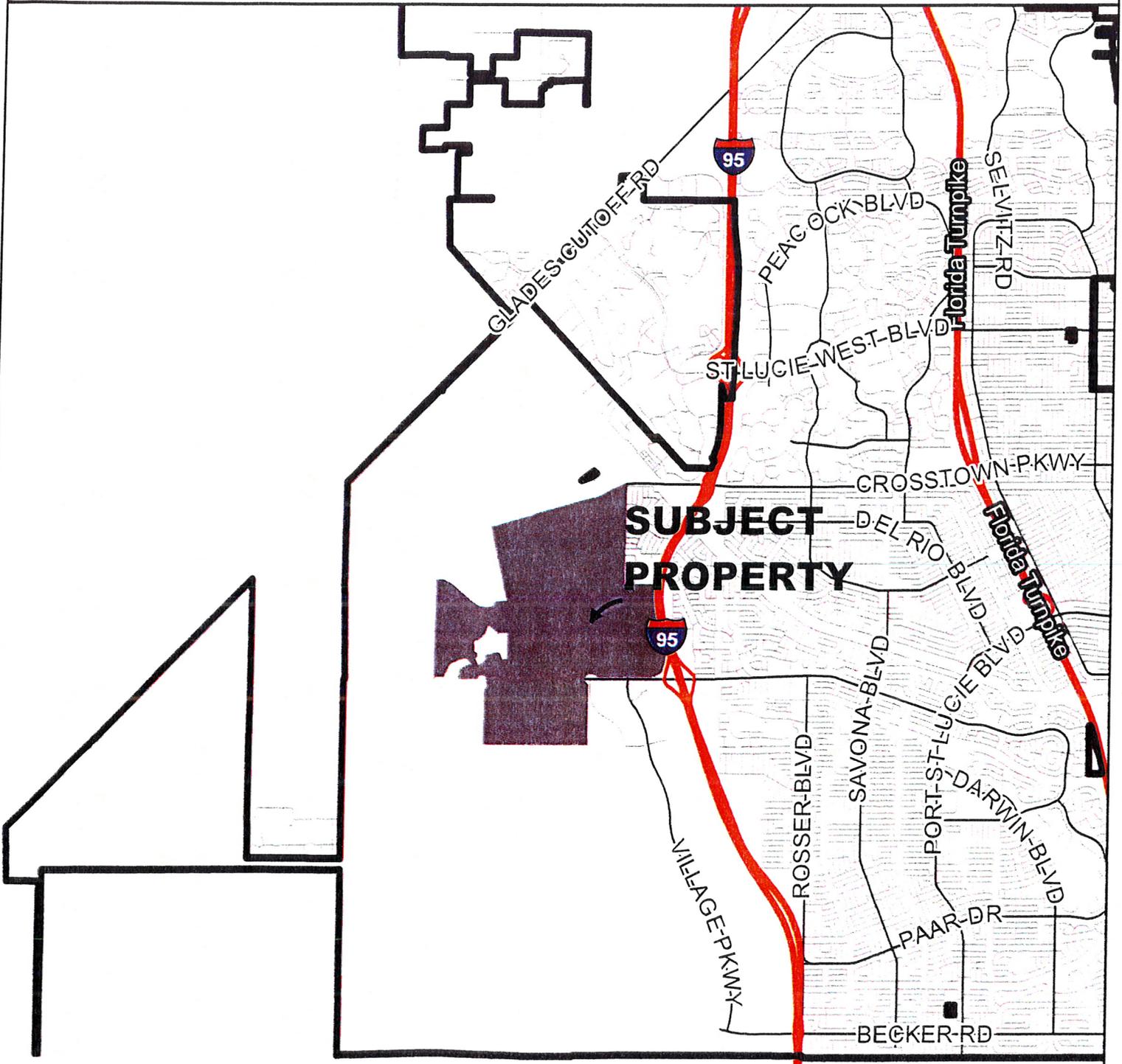
The City has received letters from St. Lucie County, the Treasure Coast Regional Planning Council and the Florida Department of Transportation (see attached letters) regarding the proposed changes to the development order. The agencies had no objections to the proposed changes.

The proposed changes to the amount of development allowed or the DRI thresholds are not presumed to create a substantial deviation requiring further DRI review per Florida Statutes. The application shows a reduction in the p.m. peak hour trips and that the proposed changes will not create any additional impact to the roadway network.

STAFF RECOMMENDATION:

The Planning and Zoning Department staff finds that the proposed changes, as shown in the attached resolution, will not create additional significant impacts on the regional resources and facilities in the area and recommends approval.

GENERAL LOCATION



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

DEVELOPMENT OF REGIONAL IMPACT

TRADITION

TRADITION DRI

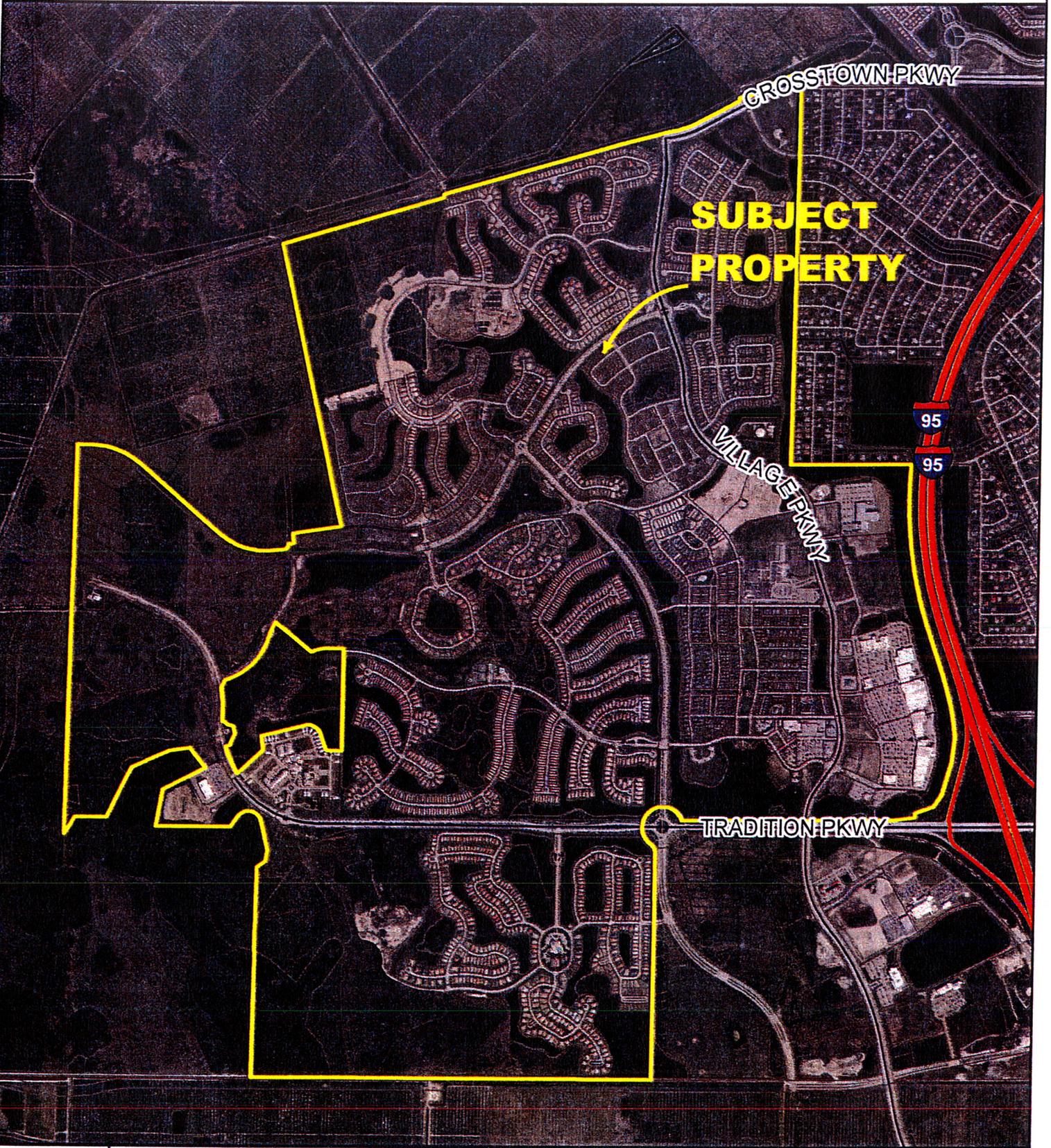
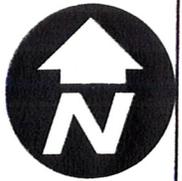
DATE: 11/16/2015

APPLICATION NUMBER:
P15-143

USER:
patricias

SCALE:
1 in = 1.5 miles

AERIAL



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

DEVELOPMENT OF REGIONAL IMPACT

TRADITION

TRADITION DRI
AERIAL DATE 2014

DATE: 11/17/2015

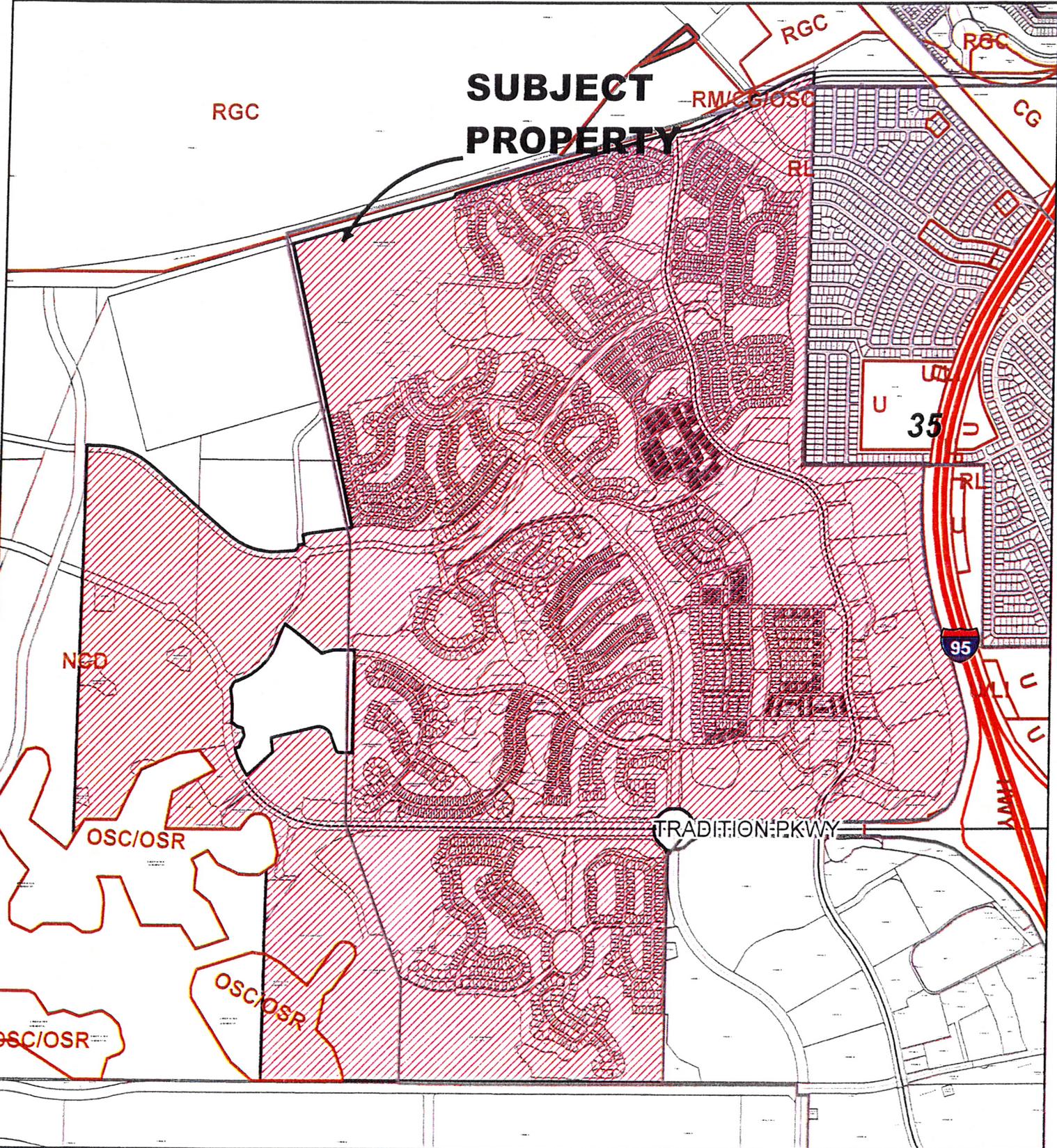
APPLICATION NUMBER:
P15-143

USER:
patricias

SCALE:
1 in = 1,943 ft



FUTURE LAND USE

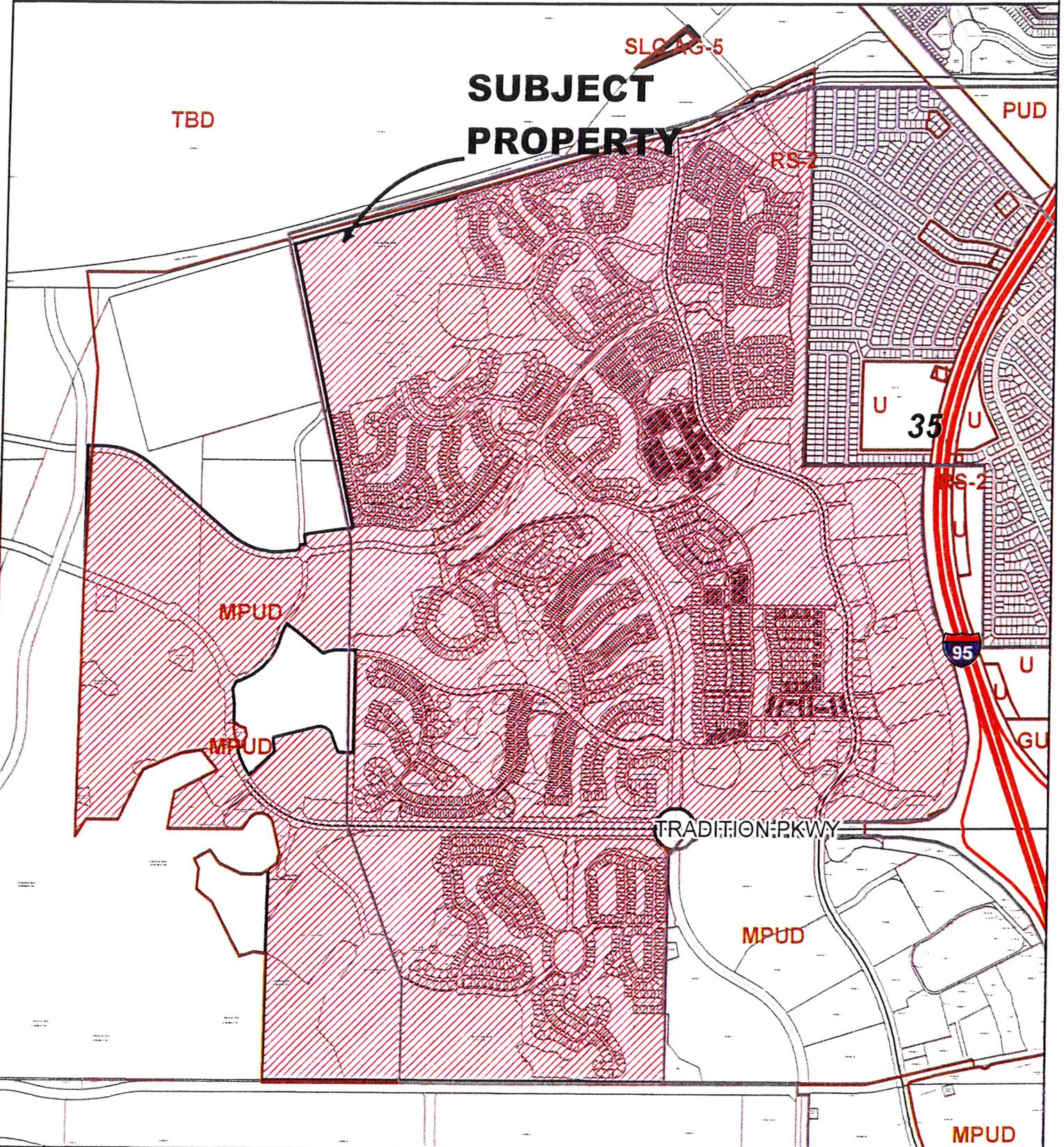


CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

DEVELOPMENT OF REGIONAL IMPACT
TRADITION
TRADITION DRI

DATE:	11/16/2015
APPLICATION NUMBER:	P15-143
USER:	patricias
SCALE:	1 in = 1,948 ft

EXISTING ZONING



CITY OF PORT ST. LUCIE
PLANNING & ZONING DEPT.

DEVELOPMENT OF REGIONAL IMPACT

TRADITION

TRADITION DRI

DATE: 11/16/2015

APPLICATION NUMBER:
P15-143

USER:
patricias

SCALE:
1 in = 1,948 ft

STATE OF FLORIDA
DEPARTMENT OF ECONOMIC OPPORTUNITY
DIVISION OF COMMUNITY PLANNING & DEVELOPMENT
The Caldwell Building, MSC 160
107 East Madison Street
Tallahassee, Florida 32399

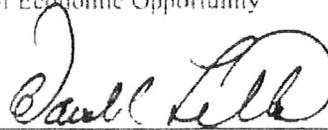
**NOTIFICATION OF A PROPOSED CHANGE TO A PREVIOUSLY APPROVED
DEVELOPMENT OF REGIONAL IMPACT (DRI)
SUBSECTION 380.06(19), FLORIDA STATUTES**

Subsection 380.06(19), Florida Statutes, requires that submittal of a proposed change to a previously approved DRI be made to the local government, the regional planning agency, and the state land planning agency according to this form.

I, I. David Feltman, the undersigned owner/authorized representative of Tradition Land Company, LLC (developer) hereby give notice of a proposed change to a previously approved Development of Regional Impact in accordance with Subsection 380.06(19), Florida Statutes. In support thereof, I submit the following information concerning the Tradition DRI (original & current project names) development which information is true and correct to the best of my knowledge. I have submitted today under separate cover, copies of this completed notification to the City of Port Saint Lucie, (local government) to the Treasure Coast Regional Planning Council and to the Division of Community Development, Department of Economic Opportunity

08/31/15

(Date)



(Signature)

LA 15-006

Tradition Land Company, LLC
10489 SW Meeting Street
Port St. Lucie, FL 34987

July 28, 2015

Ms. Patricia Tobin, Planning Director
Planning & Zoning Department
City of Port St. Lucie
121 S.W. Port St. Lucie Boulevard, Building B
Port St. Lucie, FL 34984-5099

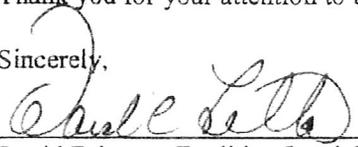
Re: Western Grove & Tradition – OWNER'S AUTHORIZATION
(LA 15-006 WCI Western Grove & Tradition FLUMA & NOPC)

To Whom It May Concern:

As owner of the property referenced above, please consider this correspondence as formal authorization for Steven Garrett, Lucido & Associates, to represent Tradition Land Company, LLC during the governmental review process for the above noted project.

Thank you for your attention to this matter.

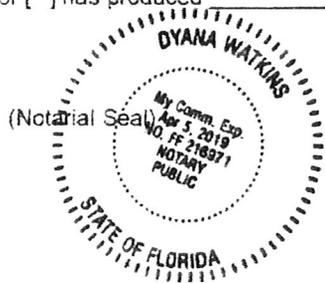
Sincerely,

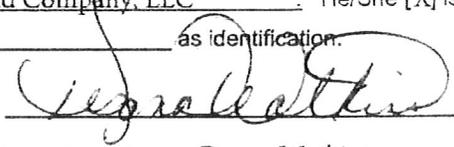


David Feltman, Tradition Land Company

STATE OF FLORIDA
COUNTY OF PINELLAS

The foregoing was acknowledged before me this 28th day of July, 2015, by David Feltman, of Tradition Land Company, LLC. He/She [X] is personally known to me or [] has produced _____ as identification.





(Print Name) Dyana Watkins
NOTARY PUBLIC

My Commission Expires:

Proposed Map H

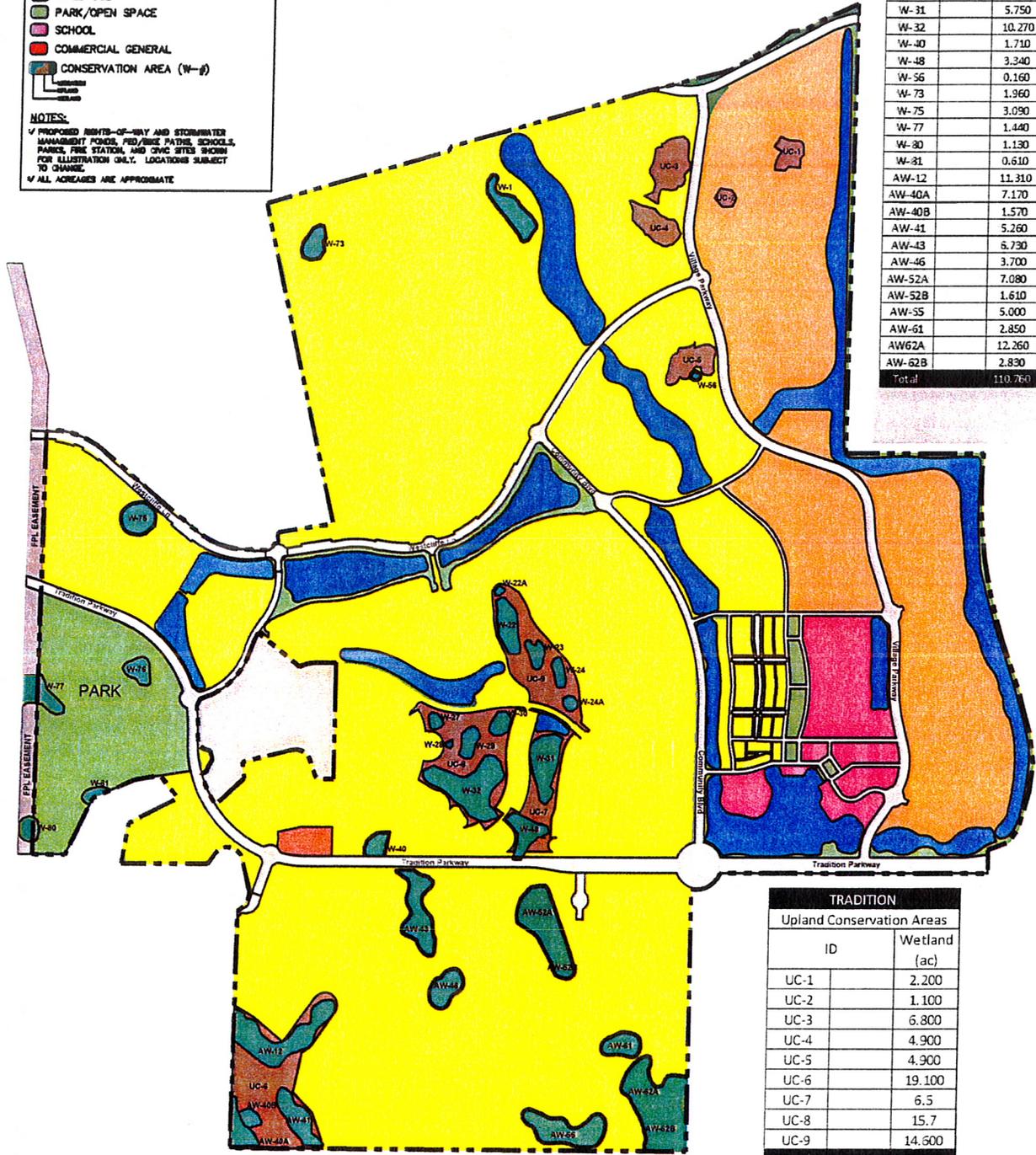
EXHIBIT B TRADITION

DRI MAP H LEGEND:

	PROPOSED RIGHTS-OF-WAY
	UTILITY EASEMENT
	STORMWATER MANAGEMENT
	RESIDENTIAL
	TOWN CENTER
	VILLAGE CENTER
	MIXED USE
	PARK/OPEN SPACE
	SCHOOL
	COMMERCIAL GENERAL
	CONSERVATION AREA (W-#)

NOTES:
 ✓ PROPOSED RIGHTS-OF-WAY AND STORMWATER MANAGEMENT PONDS, PDS, BIKE PATHS, SCHOOLS, PARKS, FIRE STATION, AND CIVIC SITES SHOWN FOR ILLUSTRATION ONLY. LOCATIONS SUBJECT TO CHANGE.
 ✓ ALL ACRES ARE APPROXIMATE.

TRADITION Wetlands	
ID	Wetland (ac)
W-1	3.930
W-22	3.760
W-22A	0.250
W-24	1.210
W-24A	0.69
W-27	0.71
W-28	0.16
W-29	1.76
W-30	1.460
W-31	5.750
W-32	10.270
W-40	1.710
W-48	3.340
W-56	0.160
W-73	1.960
W-75	3.090
W-77	1.440
W-80	1.130
W-81	0.610
AW-12	11.310
AW-40A	7.170
AW-40B	1.570
AW-41	5.260
AW-43	6.730
AW-46	3.700
AW-52A	7.080
AW-52B	1.610
AW-55	5.000
AW-61	2.850
AW62A	12.260
AW-62B	2.830
Total	110.760



TRADITION Upland Conservation Areas	
ID	Wetland (ac)
UC-1	2.200
UC-2	1.100
UC-3	6.800
UC-4	4.900
UC-5	4.900
UC-6	19.100
UC-7	6.5
UC-8	15.7
UC-9	14.600
Total	75.800



Tradition Land Company, L.L.C.
 Owner
 MacKenzie Engineering & Planning, Inc.
 Traffic

Bowman Consulting
 Engineering
 EW Consultants, Inc.
 Environmental

Lucido & Associates
 Planning
 Greenspoon Marder
 Legal

Map H
Master Development Plan

BOARD OF
COUNTY
COMMISSIONERS



PLANNING & DEVELOPMENT
SERVICES DEPARTMENT

Planning Division

January 29, 2016

RECEIVED

FEB - 1 2016

PLANNING & DEVELOPMENT
SERVICES DEPARTMENT
PORT ST. LUCIE, FL

Patti Tobin, AICP
PSL Planning & Zoning Director
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984

Subject: Tradition and Western Groves Development of Regional Impact Notice of Proposed Change

Ms. Tobin,

This letter provides County staff comments on the subject Developments of Regional Impact proposed changes to their respective Development Orders. Both applications were dated August 31, 2015 and revised on December 14, 2015. These are individual DRIs with a portion of their boundary shared and their applications being reviewed concurrently. The proposed changes include the removal of 348.18 acres from the Tradition DRI into the Western Groves DRI. In general, the transfer of acreage from the Tradition DRI to the Western Grove DRI and reduction residential and nonresidential uses will reduce the demands on the regional transportation system.

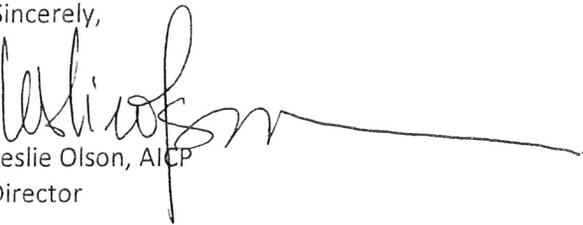
The proposed modification reduces the number of residential units by 955 and nonresidential space by 386, 810 square feet, transfers 348 acres from Tradition DRI to Western Grove DRI, extends the build out date to 2040 and modifies the approved transportation network. Western Grove is one of 4 DRIs that comprise the Western Annexation Area (WAA) and provides proposed transportation network based upon the Western Annexation Area Traffic Study.

1. A portion of the lands being transferred from the Tradition DRI to Western Groves are located within the land area shown on Exhibit C of PSL Resolution 10-R59 that require additional surveys for the Crested Caracara. Please carry the survey requirement for this listed species into the proposed Western Groves DRI Resolution (See Tradition Resolution 10-R59 Section 5.A.2.a).
2. The approved Western Grove Map H provided an interconnected stormwater management system extending along the western and northern perimeter is proposed to be modified to isolated individual ponds. Staff recommends the interconnection stormwater system be maintained for its increased habitat and recreational values.
3. The Western Groves DRI application proposes to eliminate two east-west collector roads due to the overall reduction of trips. The elimination of one of those collector roads, Tradition Parkway, which is part of the Western Annexation Study Area and identified on the County's Thoroughfare Right of Way Protection Map which initially raised concerns. However, based upon Keith and Schnars, P.A. review

of the developments traffic study and their findings that the traffic study demonstrated the extension of Tradition Parkway from N/S Road A to Range Line Road is no longer needed, the County has no objections to its removal.

Please feel free to contact me or Diana Waite, Senior Planner with any questions.

Sincerely,



Leslie Olson, AICP
Director

Cc: Michael J. Busha, Director, Treasure Coast Regional Planning Council
Daniel McIntyre, County Attorney
Craig Hauschild, Asst. County Engineer
Ron Harris, County Surveyor
Diana Waite, SLC Planner



October 14, 2015

Ms. Patricia A. Tobin, AICP
Director of Planning & Zoning
City of Port St. Lucie Planning & Zoning Department
121 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34984

Subject: Tradition Development of Impact Notice of Proposed Change
Western Grove Development of Impact Notice of Proposed Change

Dear ~~Ms. Tobin:~~ ^{Pat:}

In accordance with the requirements of Section 380.06(19), Florida Statutes, Council has reviewed the Tradition Development of Regional Impact (DRI) Notice of Proposed Change (NOPC) and the Western Grove DRI NOPC. The NOPCs propose the following major changes:

- Transfer 348 acres from Tradition DRI to Western Grove DRI;
- Reduce the number of approved residential dwelling units (DU) in the Tradition DRI by 955 DU, from 6,945 to 5,990 DU;
- Reduce the number of approved residential DU in the Western Grove DRI by 62 DU, from 4,062 to 4,000 DU;
- Reduce the amount of approved retail square footage (SF) in the Western Grove DRI by 165,904 SF, from 365,904 to 200,000 SF;
- Reduce the amount of approved office square footage (SF) in the Western Grove DRI by 200,906 SF, from 250,906 to 50,000 SF;
- Revise the transportation conditions to reflect the developer is contributing its proportionate fair share of the improvements;
- Remove Tradition Parkway and two east-west collector roads proposed to connect N/S Road A and Range Line Road in the Western Grove DRI;
- Delete Condition 23 in the Western Grove DRI, which would have required roadway improvements to Range Line Road in Martin County under certain conditions;
- Delete Conditions 55-57 in the Western Grove DRI addressing the need for affordable housing; and
- Extend the buildout date from December 31, 2025 to March 2032 for the Tradition DRI and from March 26, 2030 to December 31, 2040 for the Western Grove DRI.

"Bringing Communities Together" • Est. 1976

421 SW Camden Avenue - Stuart, Florida 34994
Phone (772) 221-4060 - Fax (772) 222-4067 - www.tcrpc.org

Ms. Patricia A. Tobin, AICP
October 14, 2015
Page Two

Council has reviewed the proposed changes and agrees that additional regional impacts are not created by the transfer of acreage from the Tradition DRI to the Western Grove DRI; reduction in residential density; reduction in retail square footage; reduction in office square footage; and extension of buildout dates. However, several of the proposed changes, such as the proposal to remove Tradition Parkway and two additional rights-of-way connecting N/S Road A and Range Line Road in the Western Grove DRI, have the potential to negatively impact regional resources and facilities.

The Strategic Regional Policy Plan calls for a network of streets and a regional transportation system that integrates different modes of travel into one balanced system that supports community goals, enhances urban life, increases mobility, and provides for the safe and efficient movement of goods and people. The proposal to eliminate the right-of-way for Tradition Parkway and the two east-west collectors is inconsistent with the following regional policies:

Policy 7.1.1.1: Reserve and protect sufficient road right-of-way on the regional roadway network to provide for an efficient multi-modal transportation system.

Policy 7.1.2.5: Develop a regional roadway system of predictably spaced and interconnected east-west, north-south streets. Ideally, streets should be spaced every one-quarter to one-half mile to offer multiple route choices, disperse traffic, and discourage local travel on interstates and arterials.

Policy 7.1.3.1: Encourage patterns and forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region's collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

Policy 7.1.3.2: Plan and design new development and redevelopment to provide complementary interconnections for pedestrians and public transportation within and between residential areas, schools, employment and retail centers, recreational areas and other public facilities.

This issue is not resolved by a traffic analysis. It is related to establishing a strong network of interconnected streets in this western area of the city. To that end, Council recommends the rights-of-way for Tradition Parkway and the two east-west collector roads connecting N/S Road A and Range Line Road remain in the plan. These roads provide a strong framework for a well-defined network of streets. Ideally, the plan should have a network of streets spaced every $\frac{1}{4}$ to $\frac{1}{2}$ mile to improve public safety and options for transit and other modes of transportation. Maintaining the existing rights-of-way for Tradition Parkway and the two east-west collectors provides a good basis for establishing a finer grain network of streets. Such a network will achieve a more sustainable community design and better-contribute to meeting the long-term transportation needs of this area of the city.

Ms. Patricia A. Tobin, AICP
October 14, 2015
Page Three

Attached correspondence from the Florida Department of Transportation (FDOT) also emphasizes the importance retaining Tradition Parkway in the plan. FDOT has recommended that the entire internal roadway network ultimately be constructed as originally planned to ensure the operational integrity of I-95 and its interchanges within this portion of the city.

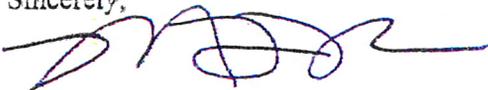
Another concern with the Western Grove DRI NOPC is the proposal to delete Condition 23, which addresses roadway improvements outside the City of Port St. Lucie. Condition 23 requires roadway improvements to Range Line Road from Martin Highway to Becker Road when impacted by a specified trip threshold. This affects a segment of Range Line Road in Martin County, which is not mitigated by the developer paying its proportionate fair share of the improvements to the city. The NOPC states that Condition 23 is being deleted, because the project does not significantly impact Range Line Road south of Becker Road. However, if this holds true, then the specified trip threshold will not be reached. In order to ensure there is adequate mitigation for impacts to the regional roadway network in Martin County, Council recommends the city not delete Condition 23 from the Western Grove DRI development order.

An additional concern with the Western Grove DRI NOPC is the proposal to delete Conditions 55-57 addressing the need for affordable housing. A key element of these conditions is an agreement by the developer to provide voluntary support for affordable housing by means of a local condition. The deletion of these conditions will require individuals to unnecessarily drive a significant distance to obtain affordable housing. A diversity of housing types and affordabilities should be made available within the project site and western annexation area. The project should not rely on housing east of I-95 to serve the project. In order to ensure the issue of affordable housing is adequately addressed, Council recommends the city not delete Conditions 55-57 from the Western Grove DRI development order.

Please give full consideration to the comments from FDOT. Also, please copy Council on all correspondence concerning these NOPCs. If the development orders are amended, please transmit certified copies of the adopted development order amendments pursuant to these NOPCs.

If you have any questions please do not hesitate to contact me.

Sincerely,



Michael J. Busha, AICP
Executive Director

MJB/PGM:pgm

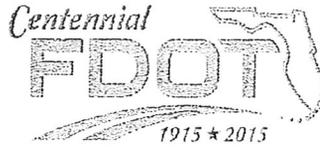
Attachments

Ms. Patricia A. Tobin, AICP

October 14, 2015

Page Four

cc: James Stansbury, Florida Department of Economic Opportunity
Anne Cox, City of Port St. Lucie
Roxanne Chesser, City of Port St. Lucie
Leslie Olson, St. Lucie County
Nicki van Vonno, Martin County
Don Donaldson, Martin County
Beth Beltran, Martin County MPO
Steven C. Braun, Florida Department of Transportation
Chon Wong, Florida Department of Transportation
Steven D. Garrett, Authorized Agent



Florida Department of Transportation

RICK SCOTT GOVERNOR

3400 West Commercial Blvd. Fort Lauderdale, FL 33309

JIM BOXOLD SECRETARY

October 6, 2015

RECEIVED OCT 12 2015 TREATMENT CORP REGIONAL PLANNING COUNCIL

Mr. Michael J. Busha, AICP Executive Director Treasure Coast Regional Planning Council 421 SW Camden Avenue Stuart, FL 34994

SUBJECT: Tradition Development of Regional Impact (DRI) Notice of Proposed Change (NOPC) City of Port St Lucie, St Lucie County

Dear Mr. Busha:

The Department has reviewed the submitted Notice of Proposed Change to the Tradition DRI, dated August 31, 2015. Tradition DRI is immediately east of Western Grove DRI, south of Crosstown Parkway, and north of SW Discovery Way. It is situated adjacent to the Western Annexation Area in the City of Port St Lucie, and has a current buildout date of 2025.

The Applicant is requesting the following changes:

Table with 4 columns: Land Use, Approved Development Intensity, Proposed Change, Proposed Development Intensity. Row 1: Residential (d.u.), 7,245, -955, 6,290

- Transfer 348 acres from Tradition DRI to Western Grove DRI;
- Reduce the number of approved residential dwelling units by 995, from 7,245 to 6,290 units; and
- Via legislative action, extend the buildout date from December 31, 2025 to March 30, 2032.

In general, the Department has no comments concerning this NOPC dated August 31, 2015. No additional impacts are noted to occur to SIS roadways as a result of the proposed change.

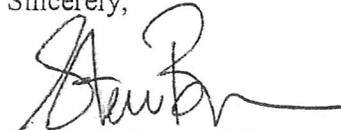
However, the transfer of development rights for up to 955 dwelling units to Western Grove DRI, which is one of four DRIs that comprise the Western Annexation Area (WAA), and the subsequent changes to the WAA internal roadway network creates the potential for unmitigated transportation impacts upon the remaining roadway network. Further, interchange-to-interchange trips along I-95 may increase as a result of a not fully constructed internal roadway network west of I-95. To ensure

Mr. Michael J. Busha
October 6, 2015
Page 2 of 2

the operational integrity of I-95 and its interchanges within the study area, it is recommended that the entire internal roadway network ultimately be constructed as originally planned.

Please feel free to contact this office at (954) 777-4601 should you have any questions.

Sincerely,



Steven C. Braun, P.E.
District Planning and Environmental Engineer

SB: cw/rsh

cc: Lisa Dykstra – Transportation Planning Manager, FDOT
Amie Goddeau – District Modal Development Administrator, FDOT
Shi-Chiang Li – Systems Planning Supervisor, FDOT
Stacy Miller – Director of Transportation Development, FDOT
Carmen Monroy – Office of Policy Planning Director, FDOT
James Stansbury – Regional Planning Administrator, FDEO
Patricia Tobin – Director of Planning and Zoning, City of Port St Lucie
Chon Wong – Senior Transportation Specialist, FDOT

Resolution 16-R

A RESOLUTION OF THE CITY COUNCIL OF PORT ST. LUCIE, FLORIDA, AMENDING AND RESTATING THE DEVELOPMENT ORDER FOR THE TRADITION DEVELOPMENT OF REGIONAL IMPACT APPROVED BY RESOLUTION 03-R67 ON SEPTEMBER 22, 2003, AMENDED BY RESOLUTION 03-R84 ON NOVEMBER 6, 2003, AMENDED BY RESOLUTION 06-R11 ON JANUARY 23, 2006, AMENDED BY RESOLUTION 07-R61 ON JULY 23, 2007, AMENDED BY RESOLUTION 08-R82 ON AUGUST 25, 2008; AMENDED BY RESOLUTION 10-R59 ON AUGUST 23, 2010; MAKING FINDINGS OF FACT AND DETERMINING CONCLUSIONS OF LAW PERTAINING TO THE TRADITION DEVELOPMENT OF REGIONAL IMPACT, AND CONSTITUTING THIS RESOLUTION AS A DEVELOPMENT ORDER BY THE CITY OF PORT ST. LUCIE IN COMPLIANCE WITH LAW; AND PROVIDING FOR AN EFFECTIVE DATE AND A TERMINATION DATE.

WHEREAS, an Application for Development Approval for the Tradition Development of Regional Impact (DRI) was originally submitted on May 15, 2002, and was supplemented with additional information submitted on October 4, 2002, October 7, 2002, and March 27, 2003, in accordance with Section 380.06, Florida Statutes; and

WHEREAS, the developer proposes to develop a mixed use master planned community on ~~2,515~~ 2,727.45+ acres, constituting a Development of Regional Impact (DRI) on the property fully described in Exhibit "A" (Revised) attached hereto and located in the City of Port St. Lucie, Florida; and

WHEREAS, the developer entered into a Preliminary Development Agreement with the Department of Community Affairs on May 14, 2001 (recorded in St. Lucie County O.R. Book 1394 at Page 641) authorizing construction of 800 dwelling units, 78,500 gross square feet of office with not more than 262 parking spaces, 75,000 gross square feet of retail with not more than 375 parking spaces, ancillary uses including a school, a church, common areas and lakes, and associated infrastructure, including the extension of Gatlin Boulevard, internal roads, drainage facilities, and water/sewer facilities; and

WHEREAS, the City Council, as the governing body of the City of Port St. Lucie, pursuant to Chapter 380, Florida Statutes, is authorized and empowered to consider applications for development approval and notifications of proposed change for developments of regional impact; and

WHEREAS, the City Council adopted Resolution 03-R67, the Tradition Development Order, on September 22, 2003; and

WHEREAS, the City Council adopted Resolution 03-R84, amending the Tradition Development Order, on November 6, 2003, to modify Exhibit "E" which exhibit sets forth the calculation of the developer's proportionate share contribution; and

Resolution 16-R

WHEREAS, the City Council adopted Resolution 06-R11, amending the Tradition Development Order on January 26, 2006 to: add 490 acres to the Tradition DRI; modify the Development Plan (Map H) to specify the permitted uses on the land added to the DRI, to make adjustments to the overall road network and the master lake and drainage system, to integrate the regional park and the western Town Center, and to remove wetland 72; correct the acreage for the conservation/mitigation and open space/parks areas; to delete the transportation condition which is inconsistent with the adjustments to the overall road network; and revise the transportation conditions as a result of adjustments to the overall roadway network; and

WHEREAS, the City Council adopted Resolution 07-R61, amending the Tradition Development Order on July 23, 2007 to: modify the Development Plan (Map H) and Section 4.3 of the development order to remove wetland 78 and 79; to amend Section 4 of the development order to add an equivalency matrix to allow for increases and decreases in the amount of approved land uses without filing a notification of proposed change pursuant to Section 380.06(19), Florida Statutes; to amend Section 5 O to require biennial reports per Section 380.06(18), Florida Statutes; and to modify the Development Plan (Map H) to relocate the 1.75 acre commercial site located on the northwest corner of Tradition Parkway and Cromwell Lane to the northeast corner, thereby increasing the size of the existing commercial site to 4.65 acres; and

WHEREAS, the City Council adopted Resolution 08-R82, amending the Tradition Development Order on August 25, 2008 to: amend Section 4 to decrease the hotel rooms from 300 to 150, decrease the office square footage from 1,295,567 to 350,000, increase the commercial square footage from 675,512 to 1,123,000 and eliminate the hospital use with corresponding changes in the amount of PM Peak Hour Trips and to add day care centers as an ancillary use; to update certain conditions to designate completion including Conditions 5.B. Conservation Management Plan, 5.E. Education, 5.G. Fire and Emergency Medical Service; 5.L.1 Air Quality, and 5.N.3. and portions of 4., 5., and 6. _Transportation; to delete 5.H. Police Service and Condition 5.N.6.f. Transportation; to amend Condition 5.D., Recreation and Open Space to provide date for property transfer; to amend Condition 5.J., Hurricane Preparedness, to extend date for providing plan for provision of shelter space; to amend Conditions 5.N.1. and 5.N.4., Transportation, to extend the date by which Village Parkway is required; to amend Condition 5.N.5.d., Transportation, to provide for a biennial analysis as part of the biennial status report; to amend Condition 5.N.6.b., Transportation, to provide a date certain for dedication of right of way for Village Parkway; to amend Condition 5.N.6.h., Transportation, to extend the date for dedication of certain road right of ways to the City; to amend Condition 5.N.6.h. and add Condition 5.N.6.i., Transportation, providing for platting and completion of road right of way as adjacent properties are developed; to add Condition 5.P. to address exemption of certain property from specific conditions within the development order; to document the automatic three year extension to all phase, buildout, and expiration dates granted by Section 380.06 (19) (c); and to make other minor changes; and

WHEREAS, ~~on June 30, 2010, Tradition Development Company, LLC and Horizons St. Lucie Development, LLC submitted a Notification of Proposed Change requesting the City Council adopted Resolution 10-R59, amending the Tradition Development Order on August 23, 2010 to:~~ amend Section 4 to increase the office square footage from 350,000 to 700,000, decrease the commercial square footage from 1,123,000 to 950,000, and add warehouse square footage of

Resolution 16-R

90,000 with corresponding changes in the amount of PM Peak Hour Trips; to revise conditions 5.J, 5.N.6.b, and 5.N.6.h to extend the compliance dates to December 31, 2010; and to revise Map H to eliminate the western Town Center designation; and

WHEREAS, in recognition of the 2011 real estate market conditions, Section 380.06(19)(c), Florida Statutes was amended to provide for a four year extension to all DRI phase, buildout, and expiration dates which extension is not subject to further DRI review and may not be considered when determining whether a subsequent extension constitutes a substantial deviation; and

WHEREAS, Section 252.363, Florida Statutes, provides for the tolling and extension of DRI buildout dates during a state of emergency declared by the Governor and for an additional six months after the emergency expires pursuant to which the Tradition DRI was extended by 126 days and six months as a result of Executive Orders 11-128, 11-172, and 11-202 due to the ongoing threat of wild fires in the State of Florida; and

WHEREAS, Section 252.363, Florida Statutes, provides for the tolling and extension of DRI buildout dates during a state of emergency declared by the Governor and for an additional six months after the emergency expires pursuant to which the Tradition DRI was extended by an additional 510 days pursuant to Executive Order 12-140 for Tropical Storm Debby and Executive Order 12-199 and Executive Order 12-240 for Tropical Storm Isaac all of which Executive Orders pertained to certain counties including St. Lucie County; and

WHEREAS, Section 252.363, Florida Statutes, provides for the tolling and extension of DRI buildout dates during a state of emergency declared by the Governor and for an additional six months after the emergency expires pursuant to which the Tradition DRI was extended by 60 days and six months as a result of Executive Order 15-173 declaring a state of emergency throughout the State of Florida due to the threat of Tropical Storm Erika; and

WHEREAS, on August 31, 2015, as amended on December 14, 2015, Tradition Land Company, LLC, as successor in interest to Tradition Development Company, LLC and Horizons St. Lucie Development, LLC submitted a Notification of Proposed Change requesting to amend the Tradition Development Order to: amend Exhibit A to remove 348.18± acres of property from the Tradition DRI thereby reducing the total acreage in the DRI to 2,727.43± acres and to amend Exhibits A, B and C accordingly, to reduce the number of single family units from 5,945 to 4,990, to document the statutory extensions, and to extend the compliance dates for Conditions for Conditions J and N.6.h to December 31, 2016; and

WHEREAS, the public notice requirements of the City of Port St. Lucie Code of Ordinances and Section 380.06(11), Florida Statutes, have been satisfied; and

WHEREAS, the City Council on August 23, 2010 _____, held a duly noticed public hearing on the Notification of Proposed Change, and has heard and considered the testimony taken thereat; and

Resolution 16-R

WHEREAS, the City Council has received and considered the assessment report and recommendations of the Treasure Coast Regional Planning Council; and

WHEREAS, the City Council has made the following FINDINGS OF FACT and CONCLUSIONS OF LAW with regard to the Application for Development Approval and the Notification of Proposed Change:

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF PORT ST. LUCIE, FLORIDA, as follows:

Section 1. Findings of Fact

The City Council, having considered all documents, comments, testimony and evidence presented to it, finds as follows:

1. The foregoing “Whereas” clauses are hereby ratified and confirmed as being true and correct.
2. The proposed development is not in an Area of Critical State Concern designated pursuant to the provisions of Section 380.05, Florida Statutes.
3. The proposed development is consistent with the report and recommendations of the Treasure Coast Regional Planning Council submitted pursuant to Section 380.06(12), Florida Statutes.
4. The proposed development is consistent with the City of Port St. Lucie’s comprehensive plan and land development regulations.
5. No mitigation is required for affordable housing because the proposed development does not create an adequate housing need within the meaning of Rule 9J-2.048, F.A.C.
6. The developer has elected to mitigate the proposed development’s DRI transportation obligations and satisfy the City of Port St. Lucie’s road concurrency requirements by constructing the improvements identified in Section 5N. In addition, the developer has agreed to pay \$3,000,000 to the City of Port St. Lucie in accordance with the Second Capacity Agreement dated January 27, 2003. However, additional site related specific and internal roadway network improvements may also be required.
7. This Resolution ~~10-R59~~ _____, Tradition DRI Development Order as amended and restated, hereby supersedes and replaces the Preliminary Development Agreement for the Westchester Development of Regional Impact recorded at Official Record Book 1394, Page 641 of the Official Records of St. Lucie County, Resolution 03-R67, Resolution 03-R84, Resolution 06-R11,

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Resolution 07-R61, ~~and Resolution 08-R82,~~ and Resolution 10-R59 approved by the City of Port St. Lucie for the Tradition DRI.

Section 2. Conclusions of Law

The City Council, having made the above findings of fact, reaches the following conclusions of law:

1. This Development Order makes adequate provisions for the public facilities needed to accommodate the impacts of the proposed development.
2. The Tradition DRI is approved for the following development subject to the conditions of approval contained in this Development Order.

Section 3. Application for Development Approval

The Tradition Application for Development Approval is incorporated herein by reference and relied upon by the parties in discharging their statutory duties under Chapter 380, Florida Statutes. Substantial compliance with the representations contained in the Application for Development Approval, as modified by Development Order conditions, is a condition for approval.

For the purpose of this condition, the Application for Development Approval shall therefore only include the following items:

- a. Consolidated Application for Development Approval and Appendices dated March 27, 2003, containing the Application for Development Approval dated May 15, 2002; the Supplemental Application for Development Approval dated October 7, 2002; and the Supplemental Information dated October 4, 2002 and March 27, 2003; and
- b. Question 21 Appendices dated March 27, 2003.

Section 4. Plan of Development

1. Physical development within the Tradition DRI has commenced.
2. The project shall be developed in four phases with a build-out date of ~~December 31, 2025~~ November 29, 2032, with development of each phase as follows:

Phase I 2002 to ~~2010~~ November 29, 2017,

Phase II ~~2011~~ November 30, 2017 to ~~2015~~ November 29, 2022,

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Phase III ~~2016~~ November 30, 2022 ~~-2020~~ November 30, 2027, and

Phase IV ~~2021~~ December 1, 2027 to ~~2025~~ November 29, 2032

3. The developer is hereby authorized to develop the property legally described in Exhibit “A” (Second Revised) attached hereto as follows:

Use	Density/Intensity	PM Peak Hour Trips
<hr/>		
Residential		
Single-Family	5,945 <u>4,990</u> dwelling units	4,260 <u>3,576</u>
Multi-Family	1,000 dwelling units	560
Assisted Living Facilities	300 dwelling units	51
Hotel	150 rooms	107
Commercial	950,000 square feet	2,775
Office	700,000 square feet	864
Warehouse	90,000 square feet	88
Conservation/Mitigation	207.3 acres	
Open Space/Parks	245 acres	32
<hr/>		
Total		<u>8,7378,053</u>

4. In addition to those uses described above, the developer is authorized to develop ancillary and support uses on the property including but not limited to, cellular communication and cable television towers, civic buildings, community centers, irrigation treatment plant and pumping facilities, libraries, places of worship, public service facilities, recreational facilities, day care centers and schools as permitted within each Planned Unit Development Zoning.
5. All development, except agricultural uses, shall be consistent with the Development Plan (Map H), attached hereto as Exhibit “B” (Second Revised). Agriculture and agriculture related activities, such as citrus, cash crops and ranching, shall be permitted on all property within the Tradition DRI until such property is platted for non-agricultural uses.

In order to accommodate changing market demands, at the Developer’s request in an application for a specific development permit, and without the Developer filing a notification of proposed change pursuant to Section 380.06(19), Florida

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Statutes, the City may increase or decrease the amount of an approved land use by applying the Equivalency Matrix attached as Exhibit “F”, which is incorporated into this development order by this reference. The use of the Equivalency Matrix does not allow impacts to water, wastewater, solid waste, transportation or affordable housing to exceed the aggregate impacts projected in the ADA. In addition, to ensure the basic character of the Tradition DRI is not altered, residential and commercial and office land uses may not be increased or decreased by more than 25 percent. The mix of uses shall be consistent with that allowed in the Port St. Lucie Comprehensive Plan. The Developer shall report in each biennial report use of the Equivalency Matrix to increase the amount of one land use with a concurrent reduction in one or more land uses.

Section 5. Conditions of Approval

A. Vegetation and Wildlife

1. Upland Preservation

- a. The developer shall maintain the native upland communities in the nine (9) upland Conservation Areas shown in the Tradition Development Plan Map H (Exhibit “B” (Second Revised)). Conservation Areas UC-1, UC-2, UC-3, UC-4, and UC-5 shall maintain 19.9 acres of live oak and cabbage palm communities. Conservation Area UC-6 shall maintain 19.14 acres of pine flatwoods. Conservation Areas UC-7, UC-8, and UC-9 shall maintain 36.8 acres of relatively open grassland with interspersed stands of live oak and slash pine. The continued viability and maintenance of the Conservation Areas shall be assured through Conservation Easements granted to the South Florida Water Management District (“SFWMD”), a Community Development District or other entity acceptable to the City of Port St. Lucie. The upland preservation required by this Development Order exceeds, and thereby satisfies, the 25% upland preservation requirement of the City of Port St. Lucie.
- b. The developer shall install temporary fencing around the conservation areas prior to commencing site clearing adjacent to the conservation areas. The fencing shall clearly identify and designate the boundaries of the conservation area and minimize the potential disturbance of the conservation area during land clearing and construction. The temporary fencing shall be established at least 15 feet outside of the boundary of the conservation area and shall remain in place until the completion of the finish grading on the area adjacent to the fencing.

2. Listed Species

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- a. In order to protect Audubon's Crested Caracara, the developer shall conduct additional surveys for Audubon's Crested Caracara and their nests on those lands shown on Exhibit "C" attached hereto, which lands are not subject to the U.S. Army Corps of Engineers ("ACOE") Permit No. 200103272 (IP-TA) issued April 26, 2002. The surveys shall be coordinated with the U.S. Fish and Wildlife Service ("USFWS") in association with the submittal of Wetland Resource Permit application(s) or permit modification requests to the ACOE for the lands (or any portion thereof) shown on Exhibit "C" Revised.
- b. In order to protect the Florida Sandhill Crane, the developer shall maintain foraging habitat in the form of relatively open grassland with interspersed stands of live oak and slash pine in Conservation Areas UC-7, UC-8 and UC-9 identified on the Tradition Development Plan Map H (Exhibit "B" (Second Revised)).
- c. In addition to maintaining the existing oak and cabbage palm communities in Conservation Areas UC-1, UC-2, UC-3, UC-4 and UC-5, the developer shall plant live oak and slash pine in landscape areas adjacent to said Conservation Areas in order to provide additional foraging area for the Sherman's fox squirrel.
- d. The developer shall maintain Wood Stork foraging habitat on site by ensuring no additional net loss of wetland function and value. Plans for any additional wetland mitigation on lands shown in Exhibit "C" Revised, which are not subject to the U.S. Army Corps of Engineers (ACOE) Permit No. 200103272 (IP-TA) issued April 26, 2002, shall consider the creation of suitable foraging habitat for the Wood Stork.
- e. In the event that it is determined that any additional representative of a state or federally listed threatened or endangered plant or animal species or state wildlife species of special concern is resident on, or otherwise is significantly dependent upon the project site, the developer shall cease all activities which would have a material adverse affect on individual population and immediately notify the City of Port St. Lucie. The developer shall provide proper protection for the plant or animal species to the satisfaction of the City of Port St. Lucie in consultation with the U.S. Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission.

3. Wetlands

- a. The developer shall retain the 131.65 acres of wetlands shown on the Tradition Development Plan Map H (Exhibit "B" (Second Revised)). The developer shall comply with all wetland mitigation requirements of the U. S. Army Corps of Engineers.

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- b. The developer shall maintain a buffer zone around all preserved and created wetlands consistent with SFWMD criteria. The buffer zones shall include canopy and under-story where existing, and ground cover of native upland species, except around Conservation Areas UC-6, UC-7, UC-8, and UC-9 where a relatively open grassland with interspersed stands of live oak and slash pine shall be maintained for Florida Sandhill Crane foraging habitat.

4. Exotic Plants

Prior to obtaining a certificate of occupancy for any development parcel, the developer shall remove from said parcel the nuisance and invasive exotic vegetation identified on the Florida Exotic Pest Plant Council's List of Invasive Species attached hereto as Exhibit "D". Removal shall be in a manner that minimizes seed dispersal by any of these species. There shall be no planting of these exotic vegetation species on site.

B. Conservation Management Plan

1. Within 180 days of the effective date of the Development Order, the developer shall prepare a Conservation Area Management Plan for the Conservation Areas, upland buffers around all preserved and created wetlands, and retained wetlands identified on the Tradition Development Plan Map H (Exhibit "B" (Second Revised)). The plan shall:
 - a. Identify management procedures and provide a schedule for their implementation;
 - b. Include methods to remove the nuisance and exotic vegetation identified on the Florida Exotic Pest Plant Council's List of Invasive Species attached hereto as Exhibit "D";
 - c. Include plans to permanently mark the conservation areas and allow only limited access for passive recreation, nature appreciation, education, or scientific study;
 - d. Include procedures for maintaining suitable habitat for state and federally listed species.
2. The management plan shall be approved by the City of Port St. Lucie in consultation with the Florida Fish and Wildlife Conservation Commission.

Condition 5.B. has been completed and satisfied. Resolution 08-R82.

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C. Stormwater Management

1. The developer shall design and construct a stormwater management system to retain the maximum volumes of water consistent with SFWMD criteria for flood control and to prevent negative impacts to adjacent areas and to the receiving bodies of water. Post-development runoff volumes and rates shall not exceed predevelopment runoff volumes and rates. Required retention volumes may be accommodated in a combination of vegetated swales, dry retention areas, lakes or other suitable detention/retention structures. A water quality monitoring system shall be established if required by the SFWMD. The developer shall comply with all applicable National Pollution Discharge Elimination System (NPDES) regulations.
2. The developer shall work with the City of Port St. Lucie to minimize the amount of impervious surface constructed for automobile parking on the project site. The developer and the City should consider the use of pervious parking lot materials where feasible.
3. Maintenance and management efforts required to assure the continued viability of all components of the surface water management system shall be the financial and physical responsibility of the developer, a community development district or other entity acceptable to the City of Port St. Lucie.
4. The developer shall allow the City to design and discharge stormwater as needed from the proposed 150' right of way and road extension adjacent to the northern boundary of the Tradition DRI, into the Peacock Canal waterway for stormwater management related to development of this road.

D. Recreation and Open Space

1. By December 31, 2008, the developer shall submit a subdivision plat that includes access and identification of a 100 acre property to the City of Port S. Lucie to be used as an active recreation park site. The property shall contain no more than 5 acres of wetlands and be 95% useable land. The property may be sold to the City with the price to be set by a letter of agreement between the developer and the City for a fee not to exceed \$7,500 per acre. The site may be provided for on developer owned lands that are adjacent to the DRI if approved by the City Council. Recreational facilities provided by the developer shall not mitigate the need for facilities by other developments unless the other development shares in the cost of the facility provided by the developer.
2. St. Lucie County has adopted an impact fee ordinance to provide for the provision of park and recreation facilities within the county. The impact fees assessed by St. Lucie County will be sufficient to fund the demand for beach and boat access points

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and parking facilities created by the residential development within the Tradition DRI.

E. Education

Prior to January 1, 2005, the developer shall provide the City of Port St. Lucie and the St. Lucie County School Board a plan for the provision of necessary school facilities concurrent with the development of the residential portion of the Tradition DRI. The plan shall be subject to School Board and City of Port St. Lucie approval. School facilities shall be available to serve projected demand in accordance with the approved plan. If requested by the City, the developer shall provide written evidence from St. Lucie County School Board that the developer has met its obligations as identified by the plan at the time of each Planned Unit

Development or site plan approval as needed.

Completed pursuant to that Agreement dated June 26, 2006 and recorded at OR Book 2597, Page 2157, of the Official Records of St. Lucie County, Florida. Resolution 08-R82.

F. Public Facilities

1. Water Supply

- a. No residential subdivision plat shall be recorded or final site plan approved for any development parcel beyond that allowed by the existing Preliminary Development Agreement until the developer has provided written confirmation from the providing utility that adequate capacity of treated potable water will be available to serve such development parcel and that the providing utility will have service/distribution infrastructure that will be operational to serve such development parcel.
- b. The preferred source of irrigation water shall be treated wastewater effluent at such time as a sufficient and feasible source is made available to the site. The project shall be equipped with a dual water distribution system to provide reclaimed water to all domestic (residential) users. No individual home wells shall be constructed on the project site. Prior to availability of a sufficient and feasible source of reclaimed water, other water supply sources may be used for landscape irrigation subject to meeting SFWMD permitting criteria in effect at the time of permit application.

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- c. In order to reduce irrigation water demand, xeriscape landscaping shall be implemented throughout the project in accordance with the City of Port St. Lucie's existing requirements for xeriscaping.
- d. The project shall use water-saving plumbing fixtures and other water conserving methods that meet the criteria outlined in the water conservation plan of the public water supply permit issued to the City of Port St. Lucie by the SFWMD.
- e. Prior to the issuance of building permits for phase two of the development, the developer shall dedicate a 10 acre site to the City of Port St. Lucie for utility related needs, including a water repump station and storage facility, well sites or other utility service needs at a location mutually agreeable to the City and the developer. The site shall not be used for yard or vehicle storage and shall be constructed in a manner compatible with the adjacent development and meet all relevant architectural standards applicable to other nonresidential parcels in the Tradition DRI. Utility facilities provided within the Tradition DRI by the developer shall not mitigate the need for facilities created by other developments unless the other development shares in the cost of the facility located within the Tradition DRI.

2. Wastewater

- a. No residential subdivision plat shall be recorded or final site plan approved for any development parcel beyond that allowed by the existing Preliminary Development Agreement until the developer has provided written confirmation from the providing utility that adequate capacity of wastewater treatment will be available to serve such development parcel and that the providing utility has service/distribution infrastructure that will be operational to serve such development parcel.
- b. Septic systems and/or storage tanks may be used to provide sewer service to construction and marketing trailers or structures until central sewer lines are installed and in use where feasible.

G. Fire and Emergency Medical Service

Prior to January 1, 2005, the developer shall provide a plan for the provision of fire and emergency medical service to meet the demand created as a result of permanent employment and residential development for the project. The methodology used to determine the demand and the standards used to determine adequate services shall be agreed upon by the developer and the St. Lucie County Fire District. The plan shall be subject to Fire District approval. Such fire and emergency medical service facilities shall be available to serve projected demand in accordance with the approved plan.

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Plan is completed. See that Agreement dated June 13, 2007 and recorded at OR Book 2833, Page 2770. Resolution 08-R82.

H. **Deleted by Resolution 08-R82.**

I. Libraries

St. Lucie County has adopted an impact fee ordinance to provide for the provision of library services and other public buildings. The impact fees assessed by St. Lucie County are sufficient to fund the demand for public library facilities and services and other public buildings created by the residential development within the Tradition DRI.

J. Hurricane Preparedness

Prior to December 31, 20~~10~~16, the developer shall provide a plan for provision of usable emergency shelter space which meets the minimum requirements of American Red Cross Standard 4496. The methodology used to project demand shall be agreed upon by the developer and the City of Port St. Lucie, in consultation with the St. Lucie County Division of Emergency Management and the Treasure Coast Regional Planning Council prior to plan initiation and shall be submitted as part of the complete plan. The plan shall be subject to City of Port St. Lucie approval; in consultation with the St. Lucie County Division of Emergency Management and the Treasure Coast Regional Planning Council. The intent of this condition is to ensure that adequate public shelter space is available to meet the demand of Tradition residents.

Should at any time beyond 20~~10~~16, a biennial status report show that the plan is not being implemented, no further residential building permits for the Tradition DRI shall be issued. Issuance of building permits for the Tradition DRI shall resume when either a) compliance with the plan is approved or b) assurances are provided to the City that alternative measures are being implemented to provide adequate public shelter space for the residents of the Tradition DRI.

K. Energy

The developer shall incorporate energy conservation measures into the design and operation of the development. At a minimum, the developer shall construct all development so that it is in conformance with the specifications of the State of Florida Energy Efficiency Code for Building Construction (State Energy Code).

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L. Air Quality

1. Within 180 days of the effective date of the Development Order, the developer shall complete a carbon monoxide air quality study. Before conducting the study the developer shall meet with the Department of Environmental Protection and the Treasure Coast Regional Planning Council to establish parameters for the study. The study shall be submitted to the Department of Environmental Protection and the Treasure Coast Regional Planning Council within fifteen days of its completion and shall be completed to the satisfaction of the Department of Environmental Protection in consultation with the Treasure Coast Regional Planning Council. The study results shall be provided to the City of Port St. Lucie. Remediation for any problems projected by the study shall be undertaken consistent with the DCA Air Quality Uniform Standard Rule 9J-2.046, FAC. Approval of the study by the Department of Environmental Protection must be obtained before receiving any final site plan approval beyond Phase 1 development as described in the Application for Development Approval.

Completed, pursuant to letter dated June 25, 2004 from Florida Department of Environmental Protection. Resolution 08-R82.

2. During land clearing and site preparation, soil treatment techniques appropriate for controlling unconfined particulate emissions shall be undertaken. If construction on a parcel will not begin within ninety days of clearing, the soil shall be stabilized until construction on the parcel begins. Cleared areas shall be sodded, seeded, landscaped or mulched to stabilize the soil. Minimal clearing for access roads, survey lines, fence installation, or construction trailers and equipment staging areas shall be allowed without the need for soil stabilization. The purpose of this condition is to minimize the production of dust and soil erosion during land clearing and to prevent soil from becoming airborne between the time of clearing and construction.

M. Archaeological Sites

In the event of discovery of any archaeological artifacts during project construction, construction shall stop in the area of discovery and immediate notification shall be provided to the City of Port St. Lucie and the Division of Historical Resources in the Florida Department of State.

N. Transportation

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1. No building permits shall be issued for development beyond May 1, 2009, until completion of the improvement in the table below.

	A	B		C	D
No.	Roadway	Link	Exist. Lanes	Improvement	Date Required
1	Crosstown Pkwy	C-24 Canal to Reserve Blvd.	0	Build 4 Lanes	5/1/2009

Condition 5.N.1. is completed. Resolution 10-R59.

2. The Tradition DRI is within the New Community Development District added to the City of Port St. Lucie's Future Land Use Element and Future Land Use Map by Ordinance No. 02-143, adopted March 24, 2003. In accordance with Policy 1.2.4.1 of the City's Comprehensive Plan, the Tradition DRI may mitigate all or a portion of its DRI transportation obligations and road concurrency by making a proportionate share contribution.
3. The developer has elected to mitigate a portion its DRI transportation obligations and to satisfy road concurrency by making a proportionate share contribution. The developer's proportionate share obligation for the remaining impacted roadways is \$10,040,855.60. Exhibit "E" (Revised) illustrates the proportionate share calculation. The City of Port St. Lucie has no obligation to construct any of the improvements listed in Exhibit "E" (Revised).

Condition 5.N.3. is completed. Resolution 08-R82.

4. The developer has elected to satisfy its proportionate share obligation by constructing the improvements identified in the following table. In addition, the developer has agreed to pay \$3,000,000 to the City of Port St. Lucie in accordance with the Second Capacity Agreement dated January 27, 2003.

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	A	B		C	D
No.	Roadway	Link	Exist. Lanes	Improvement	Date Required
1	Tradition Parkway	Community Boulevard to I-95	0	Build 4 Lanes	12/31/2003 Constructed 08-R82
2		Village Parkway to I-95	4	Add 2 Lanes	6/30/2009
3	Village Parkway	Tradition Parkway to Westcliffe Lane	0	Build 4 Lanes	6/30/2006 Constructed 08-R82
4		Westcliffe Lane to Crosstown Pkwy.	0	Build 4 Lanes	5/1/2009
5	Crosstown Pkwy.	Village Parkway to C-24Canal	0	Build 4 Lanes	5/1/2009

- a. Capacity in excess of that required by the Tradition DRI will be created by the developer's construction of the improvements in Section 5 N.4. The value of that excess capacity to the City of Port St. Lucie is \$9,663,736.90, based upon the percentage of excess capacity created by the developer's construction of the improvement, which amount shall be credited against the developer's proportionate share obligation set forth in Section 5 N.3.
- b. The City of Port St. Lucie shall cease issuing building permits for development within the Tradition DRI if the developer does not fulfill its construction obligations in Section 5 N.4.
- c. The developer's construction of the improvements identified in Section 5 N.4.a. together with the developer's payment to the City in accordance with the Second Capacity Agreement dated January 27, 2003 satisfies the developer's proportionate share obligations.

Condition 5.N.4. is completed. Resolution 10-R59.

5. Internal Roadway Improvements

- a. Exclusive of approved residential development allowed under the approved Preliminary Development Agreement, a traffic study may be requested for submittal by site plan review applicants to determine lane geometry, including

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turn lanes and signal improvements and for access connecting to the internal roadway system.

- b. Commencing in the year 2005, a signal warrant analysis shall be performed at the intersection of Village Parkway and Tradition Parkway. The signal warrant analysis shall be continued on an annual basis until a signal is warranted. The analysis shall be performed during the peak season and presented as part of the annual report. The developer may provide data (such as traffic volume, pedestrian, accident history, etc.) that demonstrates that a full signal warrant analysis is not required. This information shall clearly demonstrate that signal warrants cannot be met. Beginning one year after approval of the warrant study, no building permits shall be issued until contracts have been let by the developer for the construction of a traffic signal, including the appropriate lane geometry, pavement markings, signing, lighting and associated improvements as approved by the City.

At a minimum, the intersection of Village Parkway and Tradition Parkway shall have the following lane geometry:

Eastbound	Two through lanes
	One left-turn lane
Westbound	Two through lanes
	One right-turn lane
Southbound	One left-turn lane
	One right-turn lane

Condition 5.N.5.b. is completed. Resolution 08-R82.

- c. Commencing in the year 2005, signal warrant analyses shall be performed and submitted as part of the annual report at the intersections of Gatlin Boulevard and the I-95 ramps. The signal warrant analyses shall be continued on an annual basis until the signals are warranted. The analyses shall be performed during the peak season and presented as part of the annual report. The developer may provide data (such as traffic volume, pedestrian, accident history, etc.) that demonstrates that a full signal warrant analysis is not required. This information shall clearly demonstrate that signal warrants cannot be met. Within sixty days after a signal is warranted, a letter of credit equivalent to 120% of the design and construction costs of the applicable signal, including the appropriate lane geometry, pavement markings, signing, lighting and associated improvements, shall be posted by the developer assuring that the

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applicable signal will be installed within 12 months after the annual report indicates a signal is warranted. Beginning one year after approval of the warrant study, no building permits shall be issued until contracts have been let by the developer for the associated improvements approved by the City.

Condition 5.N.5.c. is completed, all signals installed. Resolution 08-R82.

- d. Commencing in the year 2005, operational analysis of the Tradition Parkway roundabout within the Tradition DRI shall be conducted. Commencing in the year 2007, operational analyses of all other roundabouts within the Tradition DRI shall be conducted. The analyses shall be performed on a biennial basis during the peak season and presented as a part of the biennial report. The developer may provide data (such as traffic volume, geometrical information, pedestrian, accident history, etc.) that demonstrates that a full roundabout analysis is not required. The operational analysis shall include monitoring of current safety and operational conditions and shall project operating conditions for two years from the date of review. The methodology of such analysis (i.e Sidra) shall be approved by the City of Port St. Lucie. In the event the overall operating conditions of the roundabout are projected to be below a level of service "E" or safety deficiencies are identified, operational or geometric improvements shall be implemented to provide a level of service "E" or better. The final configuration of the roundabout shall be approved by the City of Port St. Lucie and may include the elimination of the roundabout. Building permits shall not be issued twelve (12) months after the overall operating conditions of the roundabout are projected to be below a level of service "E" or safety deficiencies are identified until the developer has funded and let contracts for the identified roadway improvements.
- e. A time frame for the construction or installation of an improvement required by the Development Order for the funding and letting of contracts shall be approved by the City which approval shall not be unreasonably withheld. Failure to complete the construction or installation of an improvement within such specified time frame shall result in the city withholding the issuance of building permits or other development approvals. The developer may petition the City Council for relief from this provision and upon a showing of good cause, the City Council may extend the time frame established for the construction or installation of an improvement, allow the developer to bond the required improvement, or provide such other relief as the City Council deems appropriate.

6. Rights of Way

- a. No building permits for development beyond that approved in the Preliminary Development Agreement shall be issued until right-of-way within the Tradition

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DRI along Tradition Parkway from I-95 to Village Parkway and all intersections thereof has been dedicated free and clear of all liens and material encumbrances to the community development district or other applicable governmental entity acceptable to the City of Port St. Lucie.

Condition 5.N. 6.a. is completed. Resolution 08-R82

- b. No building permits for development beyond December 31, 2009~~10~~ shall be issued until a 130' right-of-way within the Tradition DRI along Village Parkway from Tradition Parkway to the north property line as depicted on the Tradition Development Plan Map H (Exhibit "B" (Revised)) and all intersections thereof has been dedicated free and clear of all liens and material encumbrances to the community development district or other applicable governmental entity acceptable to the City of Port St. Lucie.
- c. **Deleted by Resolution 06-R11.**
- d. The developer shall reserve a 130' road right-of-way corridor for the western extension of Tradition Parkway to the DRI boundary as depicted on the Tradition Development Plan Map H (Exhibit "B" (Revised)). The roadway shall be constructed to allow for its extension on property that is west of the land within the Tradition DRI. This shall be provided for at the time of development of that area and depicted on any PUD zoning maps.

Condition 5.N. 6.d. is completed. The right-of-way has been deeded to the City of Port St. Lucie. Resolution 10-R59.

- e. **Deleted by Resolution 06-R11.**
- f. **Deleted by Resolution 08-R82.**
- g. The developer shall dedicate by plat and convey by deed, free and clear of all liens and material encumbrances, to the City of Port St. Lucie, an 80' right of way for Fern Lake Avenue from Westcliffe Lane as depicted on Map H (Exhibit B (Revised)).

Condition 5.N. 6.g. is partially completed. The right-of-way has been deeded to the City of Port St. Lucie. Resolution 10-R59.

- h. No building permits shall be issued after December 31, 2010~~16~~ until the following roads, depicted on Map H (Exhibit "B" (Revised)) are conveyed by

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deed free and clear of all liens and material encumbrances to the City of Port St. Lucie:

Road	Link	ROW width
Tradition Parkway	I-95 to Town Park Avenue Platted (Tradition Plat Nos. 6, 11).	200'
	Town Park Avenue to FPL easement Platted for a portion (Tradition Plat No. 23); unplatted portions deeded to City of Port St. Lucie via Special Warranty Deeds (OR Book 3071, Pages 2612-2650, Exhibit "F") and (OR Book 3071, Pages 2651-2685, Exhibit "E").	130'
Village Parkway	Tradition Parkway to Westcliffe Lane Platted (Tradition Plat Nos. 6, 10).	130'
	Westcliffe Lane to Crosstown Parkway Platted (Tradition Plat Nos. 10, 32). Plat 32 portion deeded to City of Port St. Lucie via Quit Claim Deed (OR Book 3225, Pages 2007-2009)	130'
Community Boulevard	Tradition Parkway to Meeting Street Platted (Tradition Plat Nos. 6, 17).	120'
	Meeting Street to Road H Platted (Tradition Plat No. 12).	100'
Fern Lake Avenue	Westcliffe Lane to Tradition Parkway Deeded to City of Port St. Lucie via Special Warranty Deed (OR Book 3071, Pages 2612-2650, Exhibit "G").	80'
	Westcliffe Lane to Crosstown Parkway	80'

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	Deeded to City of Port St. Lucie via Special Warranty Deed (OR Book 3071, Pages 2651-2685, Exhibit "B")	
Westcliffe Lane	Village Parkway to FPL easement Platted for a portion (Tradition Plat Nos. 12, 15); unplatted portion deeded to City of Port St. Lucie via Special Warranty Deed (OR Book 3071, Pages 2651-2685, Exhibit "F") .	100'

Condition 5.N. 6.h. is partially completed as described above. Resolution 10-R59

- i. The developer shall be responsible for platting the roads identified in Condition 5.N.6.h. above. The roads may be platted in segments at the option of the developer, so long as that portion of each road adjacent to a development parcel is platted concurrent with the platting of that development parcel. To the extent that the right of way has previously been deeded to the City, the City agrees to cooperate with the developer to plat said roads and to join in the plat to the extent required by law.

Condition 5.N. 6.i. is partially completed as described in Condition 5.N.6.h . above. Resolution 10-R59

7. Impact Fees

The developer will not seek, nor shall they be entitled to any form of transportation impact fee credits for this development unless otherwise approved by the City.

O. Biennial Status Report

- 1. A biennial status report shall be submitted for the preceding two calendar years beginning on July 31, 2005 until build out. This status report shall be submitted to the City of Port St. Lucie, the Treasure Coast Regional Planning Council, and the Department of Community Affairs and shall include the information required by Rule 9J-2.025(7), FAC.

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2. If no additional development pursuant to the Development Order has occurred since the submission of the previous report, a letter from the developer stating that no development has occurred shall satisfy the requirement for a biennial report.

P. Development Exemptions

1. Regardless of whether permits are withheld for other Tradition DRI property, and regardless of any compliance issues by developer under the Tradition Application for Development Approval or pursuant to the Development Order including but not limited to Conditions 5.A.1.a., 5.A.1.b., 5.A.2.a., 5.A.2.b., 5.A.2.c., 5.A.2.d., 5.A.3.a., 5.A.3.b., 5.C.4., 5.D.1., 5.D.2., 5.E., 5.F.1.e., 5.I., 5.J., 5.N., and 5.O., such compliance issues shall not impede, restrict, or otherwise interfere with the development, permitting, approvals, use or transfer of the property described in Exhibit "G" except as to those Conditions of the Development Order which arise in connection with the site specific development of the property described in Exhibit "G".

Section 6. Community Development Districts

Pursuant to Chapter 190, Florida Statutes, Community Development Districts ("CDDs") with jurisdiction over all or a portion of the property described in Exhibit "A" (Revised) attached hereto have been established to ensure that property owners within the Tradition DRI pay for the establishment and maintenance of the infrastructure needed to serve the development, including but not limited to transportation, school, police, fire and park improvements set forth in this Development Order. Additional CDDs may be established or the existing CDDs may be amended from time to time. However, no reference to CDDs in this Development Order shall constitute any approval of or acquiescence by the City of Port St. Lucie to the formation of additional CDDs or the amendment of the existing CDDs, and the City of Port St. Lucie shall not be precluded by any provision of this Development Order from objecting to the formation or amendment of a CDD.

Section 7. Compliance

In accordance with Section 380.06(17) Florida Statutes, in the event the developer, its successors, grantees or assigns, violates any of the conditions of the Development Order, as amended, or otherwise fails to act in substantial compliance with the Development Order, as amended, the City of Port St. Lucie may stay the effectiveness of the Development Order, as amended, on the identifiable tract or parcel, or the portion of a tract or parcel owned by the person or entity violating a condition of the Development Order, as amended, and within the property described in Exhibit "A" (Revised) attached hereto, and all further development permits, approvals and services for the

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development of said tract or parcel, or portion of tract or parcel shall be withheld until the violation is corrected. For purposes of this section, the term “tract” and “parcel” shall be defined to mean:

Any quantity of land capable of being described with such definiteness that its boundaries may be established, which is designated by its owner or developer as land to be used or developed as a unit or which has been used or developed as a unit, located within the legal description set out in Exhibit “A” (Second Revised) attached hereto and the Tradition Development Plan (Map H) attached as Exhibit “B” (Second Revised).

The developer, its successors, grantees, or assignees shall be given a written notice of violation by the City of Port St. Lucie and a reasonable period of time to cure the violation. The developer may petition the City Council for review of the notice of violation, prior to the stated compliance date, and said review shall be conducted at a public hearing. Filing of a petition for review shall delay the effectiveness of the notice of violation until the review has been concluded.

Section 8. Compliance Letters

Upon the request of the developer and in accordance with the City’s development review fee schedule, the City of Port St. Lucie shall provide the developer, its successors, assignees, grantees, or designee, a letter stating whether the portion of the Tradition DRI at issue is in compliance with the applicable Development Order conditions.

Section 9. Monitoring

Compliance with the Development Order shall be monitored through normal City permitting procedures, the procedures listed in specific conditions of approval, and review of the biennial report. The local official responsible for assuring compliance with this Development Order is the City Manager of the City of Port St. Lucie.

Section 10. Downzoning

The City of Port St. Lucie specifically agrees that the approved Development of Regional Impact shall not be subject to downzoning, unit density reduction or intensity (square footage) reduction for a period of ~~December 31, 2035~~November 29, 2042, unless the City of Port St. Lucie demonstrates that substantial changes in the conditions underlying the approval of the development order have occurred or the Development Order was based on substantially inaccurate information provided by the developer or that the change is clearly established by the City of Port St. Lucie to be essential to the public health, safety or welfare.

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Section 11. Successors and Assigns

This Development Order shall be binding upon the developer and its assignees or successors in interest. It is understood that any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created and designated as successor in interest to, or which otherwise possesses any of the powers and duties of any referenced government agency in existence on the effective date of this Development Order.

Section 12. Rules

Pursuant to Section 380.06(5)(c), Florida Statutes, the Tradition DRI shall be bound by the rules adopted pursuant to Chapters 373 and 403, Florida Statutes, in effect at the time of issuance of this Development Order.

Section 13. Local State and Federal Permitting Requirements

The approval granted by this Development Order is conditional and shall not be construed to obviate the duty of the developer to comply with all other applicable local, state, and federal permitting requirements.

Section 14. Approvals

Any reviews or approvals required by Sections 5.A.1.a.; 5.A.2.e.; 5.B.2.; 5.C.3.; 5.E.; 5.F.1.a.; 5.F.1.e.; 5.F.2.a.; 5.H.; 5.J.; 5.N.5.b; 5.N.5.c; 5.N.5.d; 5.N.5.e; 5.N.6.a.; and 5.N.6.b of this Development Order shall be issued within 60 days of receipt of the plans or documents which are subject to such review or approval. If within 30 days of receipt of the documents or plans, the City of Port St. Lucie requests in writing additional information, then the 60 day period shall not commence to run until the additional information has been received by the City or the developer informs the City in writing that the requested information will not be provided. If the City does not act within the required 60 day period, the developer shall, via hand delivery with acknowledgement of receipt requested, provide the City Manager written notice that the City has failed to act within the required 60 day period. A copy of the notice shall be provided the City Attorney and the City Planning and Zoning Director. The City shall be afforded an additional 30 days from receipt of such notice to review the developer's submittal. The City may request from the developer a further time extension, not to exceed 30 days, in which to review the developer's submittal. The failure to approve or deny the developer's submittal within 30 days of receipt of the developer's notice or within such additional time as requested shall constitute approval of any plans or documents which are subject to review by the City's administrative staff. For any plan or document that also requires another governmental agency's action or approval in order for the City

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to determine if it can act upon such request, the time requirements for review as noted above shall not commence until such time that the agency has approved the proposed plan or document.

Section 15. Determination of Validity

If any clause, section or other part of this Development Order shall be held by any court of competent jurisdiction to be unconstitutional or invalid, such unconstitutional or invalid part shall be considered as eliminated and so not affecting the validity of the remaining portions of the Development Order which shall remain in full force and effect.

Section 16. Transmittal

Copies of this Development Order shall be transmitted immediately by certified mail to the Department of Community Affairs, the Treasure Coast Regional Planning Council and Tradition Development Company, LLC and Horizons St. Lucie Development, LLC.

Section 17. Recording.

Within ten days of the effective date of this Development Order, the developer shall cause notice of the adoption of the Development Order and a copy of this Development Order to be recorded in accordance with Section 28.222, Florida Statutes.

Section 18. Expiration Date

This Development Order shall expire on ~~December 31, 2035~~ November 29, 2042.

Section 19. Effective Date

This resolution shall take effect upon transmittal by the City to the Department of Community Affairs, the Treasure Coast Regional Planning Council and the developer. Any appeal of this resolution shall: 1) stay the effectiveness of this Development Order; and 2) extend the phase, buildout, and termination dates and the times in which the developer must fulfill obligations imposed by the Development Order by a period of time equal to the length of time that the appeal proceedings remains pending.

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PASSED AND ADOPTED in a public hearing held on the __th day of _____, 2016.

CITY COUNCIL
CITY OF PORT ST. LUCIE

BY: _____
Gregory J. Oravec, Mayor

ATTEST:

Karen A. Phillips, City Clerk

APPROVED AS TO FORM

Interim City Attorney

I hereby certify this to be a true and correct copy of Port St. Lucie Resolution 10-R ____ as approved by the City Council on _____, 2016, and consisting of ____pages.

Karen A. Phillips, City Clerk

EXHIBIT "A" (SECOND REVISED)
LEGAL DESCRIPTION

A PARCEL OF LAND BEING ALL OF SECTION 9 AND A PORTION OF SECTIONS 4, 5, 6, 7, 8, 10, 15, 16, 17 AND 18, TOWNSHIP 37 SOUTH, RANGE 39 EAST, A PORTION OF SECTION 33, TOWNSHIP 36 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA AND ALL OF TRADITION PLAT NO. 2, RECORDED IN PLAT BOOK 42, PAGES 3, 3A THRU 3D, ALL OF TRADITION PLAT NO. 3, RECORDED IN PLAT BOOK 43, PAGES 4, 4A AND 48, ALL OF TRADITION PLAT NO. 4, RECORDED IN PLAT BOOK 43, PAGES 5 AND 5A, ALL OF TRADITION PLAT NO. 5, RECORDED IN PLAT BOOK 42, PAGES 4, 4A THRU 41, ALL OF TRADITION PLAT NO. 6, RECORDED IN PLAT BOOK 42, PAGES 5, 5A THRU 5F, ALL OF TRADITION PLAT NO. 7, RECORDED IN PLAT BOOK 44, PAGES 7 AND 7A, ALL OF TRADITION PLAT NO. 9, RECORDED IN PLAT BOOK 44, PAGES 2, 2A AND 2B, ALL OF TRADITION PLAT NO. 10, RECORDED IN PLAT BOOK 43, PAGES 19, 19A THRU 19C, ALL OF TRADITION PLAT NO. 12, RECORDED IN PLAT BOOK 44, PAGES 3, 3A THRU 3D, ALL OF TRADITION PLAT NO. 13, RECORDED IN PLAT BOOK 43, PAGES 20 AND 20A, ALL OF TRADITION PLAT NO. 16, RECORDED IN PLAT BOOK 44, PAGES 12, 12A THRU 12J AND ALL OF TRADITION PLAT NO. 17, RECORDED IN PLAT BOOK 43, PAGES 22, 22A THRU 22F, ALL RECORDED IN THE PUBLIC RECORDS OF SAID ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SAID PLAT OF TRADITION PLAT NO. 6 AND THE WESTERLY LIMITS OF GATLIN BOULEVARD RIGHT-OF-WAY AND THE WESTERLY LIMITS OF THOSE LANDS DESCRIBED IN AN ORDER OF TAKING DATED JULY 24, 1979 AND RECORDED IN OFFICIAL RECORDS BOOK 311, PAGES 2946 THROUGH 2952, INCLUSIVE PUBLIC RECORDS OF SAID ST. LUCIE COUNTY AND AS SHOWN ON THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAPS FOR STATE ROAD NO.9 (1-95), SECTION 94001-2412, DATED 06/02/77, WITH LAST REVISION OF 09/11/79; THENCE NORTH 00°01'45" EAST AS A BASIS OF BEARINGS ALONG THE EAST LINE OF SAID PLAT AND SAID WESTERLY LIMITS OF GATLIN BOULEVARD, A DISTANCE OF 200.00 FEET. THENCE TRAVERSING SAID WESTERLY LIMITS OF THOSE LANDS DESCRIBED IN AN ORDER OF TAKING BY THE FOLLOWING TWELVE (12) COURSES;

1. SOUTH 89°58'16" EAST DEPARTING SAID EAST LINE, A DISTANCE OF 262.61 FEET;
2. SOUTH 89°58'15" EAST, A DISTANCE OF 372.63 FEET;
3. NORTH 82°24'53" EAST, A DISTANCE OF 317.56 FEET;
4. NORTH 00°01'45" EAST, A DISTANCE OF 64.09 FEET;
5. NORTH 70°02'50" EAST, A DISTANCE OF 289.50 FEET;
6. NORTH 34°39'50" EAST, A DISTANCE OF 207.78 FEET;
7. NORTH 15°33'28" EAST, A DISTANCE OF 491.49 FEET;
8. NORTH 06°58'16" EAST, A DISTANCE OF 373.49 FEET;
9. NORTH 07°32'07" WEST, A DISTANCE OF 374.37 FEET;
10. NORTH 14°47'19" WEST, A DISTANCE OF 510.88 FEET;
11. NORTH 18°47'19" WEST, A DISTANCE OF 714.03 FEET TO A POINT OF CURVATURE WITH A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 5983.58 FEET;

12. NORTHERLY ALONG THE ARC OF SAID CURVE, THRU A CENTRAL ANGLE OF 23°41'41", AN ARC DISTANCE OF 2474.52 TO A POINT OF NON RADIAL INTERSECTION WITH A LINE (THE RADIUS POINT OF SAID CURVE BEARS SOUTH 85°05'37" EAST FROM THIS POINT). SAID LINE ALSO BEING THE NORTH LINE OF SAID SECTION 10 AND THE BOUNDARY OF THE PLAT OF PORT ST. LUCIE SECTION 35, RECORDED IN PLAT BOOK 15, PAGES 10, 10A THRU 10P, PUBLIC RECORDS OF SAID ST. LUCIE COUNTY;

THENCE TRAVERSING THE BOUNDARY OF SAID PLAT OF PORT ST. LUCIE SECTION 35, THE NORTH LINE OF SAID SECTION 10 AND THE EAST LINE OF SAID SECTION 4 THE FOLLOWING THREE (3) COURSES;

1. SOUTH 89°54'10" WEST DEPARTING SAID WESTERLY LIMITS, A DISTANCE OF 1793.84 FEET;

2. NORTH 00°36'27" EAST, A DISTANCE OF 2651.97 FEET;

3. NORTH 00°35'12" EAST, A DISTANCE OF 2833.04 FEET; THENCE CONTINUE NORTH 00°35'12" EAST DEPARTING SAID BOUNDARY, ALONG THE NORTHERLY PROLONGATION OF THE EAST OF THE NORTHEAST ONE QUARTER OF SAID SECTION 4, A DISTANCE OF 259.15 FEET TO A POINT OF INTERSECTION WITH THE SOUTHERLY LINE OF THE O.L. PEACOCK CANAL AS DESCRIBED BY DRAINAGE AND IRRIGATION EASEMENT IN EXHIBIT "A" AND RECORDED IN OFFICIAL RECORDS BOOK 675, PAGE 1942, PUBLIC RECORDS OF SAID ST. LUCIE COUNTY; THENCE TRAVERSING SAID SOUTHERLY LINE BY THE FOLLOWING FOURTEEN (14) COURSES;

1. CONTINUE NORTH 00°35'12" EAST, A DISTANCE OF 12.29 FEET;

2. SOUTH 66°21'07" WEST, A DISTANCE OF 557.84 FEET;

3. SOUTH 56°25'29" WEST, A DISTANCE OF 121.35 FEET;

4. SOUTH 70°54'26" WEST, A DISTANCE OF 143.67 FEET;

5. SOUTH 85°53'58" WEST, A DISTANCE OF 132.02 FEET;

6. SOUTH 54°34'18" WEST, A DISTANCE OF 298.73 FEET;

7. SOUTH 33°56'01" WEST, A DISTANCE OF 30.15 FEET;

8. SOUTH 56°01'38" WEST, A DISTANCE OF 31.64 FEET;

9. NORTH 50°55'52" WEST, A DISTANCE OF 7.43 FEET;

10. SOUTH 73°43'15" WEST, A DISTANCE OF 14.12 FEET;

11. SOUTH 59°06'39" WEST, A DISTANCE OF 424.13 FEET;

12. SOUTH 65°11'40" WEST, A DISTANCE OF 178.69 FEET;

13. SOUTH 76°04'00" WEST, A DISTANCE OF 1244.50 FEET;

14. SOUTH 74°14'30" WEST, A DISTANCE OF 2525.50 FEET; THENCE SOUTH 13°31'09" WEST DEPARTING SAID SOUTHERLY LINE, A DISTANCE OF 51.89 FEET TO THE NORTHEAST CORNER OF GROVE 3; THENCE SOUTH 74°03'19" WEST ALONG THE NORTH LINE OF SAID GROVE 3, A DISTANCE OF 2476.84 FEET; THENCE SOUTH 13°12'00" EAST, A DISTANCE OF 4,316.52 FEET; THENCE SOUTH 81°33'53" WEST, A DISTANCE OF 621.46 FEET TO A POINT OF CURVE TO THE LEFT HAVING A RADIUS OF 1,130.00 FEET, A CENTRAL ANGLE OF 05°23'17"; THENCE WESTERLY ALONG THE ARC A DISTANCE OF 106.26 FEET; THENCE NORTH 53°22'26" WEST, A DISTANCE OF 15.42 FEET TO THE INTERSECTION WITH A NON TANGENT CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF

760.00 FEET, THE CHORD OF WHICH BEARS SOUTH 08°09'53" EAST, 138.82 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 139.01 FEET THROUGH A CENTRAL ANGLE OF 10°28'48"; THENCE SOUTH 75°54'42" WEST, A DISTANCE OF 80.01 FEET TO THE INTERSECTION WITH A NON TANGENT CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 50.00 FEET, THE CHORD OF WHICH BEARS SOUTH 14°17'13" WEST, 46.57 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 48.45 FEET THROUGH A CENTRAL ANGLE OF 55°30'50" TO A POINT OF REVERSE CURVE TO THE LEFT HAVING A RADIUS OF 110.00 FEET AND A CENTRAL ANGLE OF 08°37'53"; THENCE SOUTHWESTERLY ALONG THE ARC, A DISTANCE OF 16.57 FEET TO A POINT OF REVERSE CURVE TO THE RIGHT HAVING A RADIUS OF 50.00 FEET AND A CENTRAL ANGLE OF 51°19'04"; THENCE SOUTHWESTERLY ALONG THE ARC, A DISTANCE OF 44.78 FEET; THENCE SOUTH 84°43'49" WEST, A DISTANCE OF 174.38 FEET TO A POINT OF CURVE TO THE RIGHT HAVING A RADIUS OF 1,100.00 FEET, A CENTRAL ANGLE OF 45°17'00"; THENCE WESTERLY ALONG THE ARC A DISTANCE OF 869.38 FEET; THENCE NORTH 49°59'11" WEST, A DISTANCE OF 1,546.87 FEET TO A POINT OF CURVE TO THE LEFT HAVING A RADIUS OF 1,200.00 FEET, A CENTRAL ANGLE OF 39°18'59"; THENCE WESTERLY ALONG THE ARC A DISTANCE OF 823.44 FEET; THENCE NORTH 89°18'10" WEST, A DISTANCE OF 211.19 FEET; THENCE SOUTH 00°41'50" WEST, A DISTANCE OF 5372.25 FEET; THENCE SOUTH 00°08'18" WEST, A DISTANCE OF 317.26 FEET; THENCE NORTH 31°45'23" EAST DEPARTING SAID WEST LINE, A DISTANCE OF 287.98 FEET; THENCE SOUTH 90°00'00" EAST, A DISTANCE OF 479.11 FEET; THENCE NORTH 25°42'03" EAST, A DISTANCE OF 708.40 FEET; THENCE NORTH 55°58'12" WEST, A DISTANCE OF 41.35 FEET; THENCE NORTH 64°04'09" WEST, A DISTANCE OF 36.99 FEET; THENCE NORTH 34°18'02" WEST, A DISTANCE OF 57.12 FEET; THENCE NORTH 04°58'20" EAST, A DISTANCE OF 32.40 FEET; THENCE NORTH 29°38'11" EAST, A DISTANCE OF 56.90 FEET; THENCE NORTH 55°08'19" EAST, DISTANCE OF 39.86 FEET; THENCE NORTH 67°58'26" EAST, A DISTANCE OF 76.12 FEET; THENCE NORTH 79°45'14" EAST, A DISTANCE OF 78.71 FEET; THENCE NORTH 86°56'06" EAST, A DISTANCE OF 47.36 FEET; THENCE SOUTH 83°49'59" EAST, A DISTANCE OF 32.61 FEET; THENCE SOUTH 76°45'58" EAST, A DISTANCE OF 32.93 FEET; THENCE SOUTH 58°01'15" EAST, A DISTANCE OF 60.94 FEET; THENCE NORTH 67°14'46" EAST, A DISTANCE OF 363.33 FEET; THENCE NORTH 80°50'18" EAST, A DISTANCE OF 311.82 FEET; THENCE SOUTH 39°35'38" EAST, A DISTANCE OF 373.81 FEET; THENCE SOUTH 62°56'57" WEST, A DISTANCE OF 710.69 FEET; THENCE SOUTH 09°54'33" WEST, A DISTANCE OF 528.17 FEET; THENCE SOUTH 43°15'34" EAST, A DISTANCE OF 1.86 FEET; THENCE NORTH 89°57'05" EAST, A DISTANCE OF 1118.66 FEET; THENCE NORTH 35°27'24" EAST, A DISTANCE OF 161.02 FEET TO A POINT OF CURVATURE WITH A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 200.00 FEET; THENCE NORTHEASTERLY, EASTERLY AND SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 130°29'58", AN ARC DISTANCE OF 455.53 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 14°02'38" EAST, A DISTANCE OF 439.21 FEET; THENCE SOUTH 11°24'07" WEST, A DISTANCE OF 156.51 FEET; THENCE SOUTH 71°27'22" EAST, A DISTANCE OF 42.42 FEET TO THE INTERSECTION WITH A NON TANGENT CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 590.92 FEET, FROM WHICH A RADIAL LINE BEARS SOUTH 78°21'31" EAST; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 71.19 FEET THROUGH A CENTRAL ANGLE OF 6°54'10"; THENCE NORTH 18°32'38" EAST, A DISTANCE OF 400.72 FEET; THENCE NORTH 26°27'22" WEST, A DISTANCE OF 35.36 FEET; THENCE NORTH 18°32'38" EAST, A DISTANCE OF 53.26 FEET TO A POINT OF CURVE TO THE LEFT HAVING A RADIUS OF 58.00 FEET, A CENTRAL ANGLE OF 49°08'12", AND A CHORD BEARING OF NORTH 06°01'28" WEST, CHORD DISTANCE OF 48.23 FEET; THENCE NORTHERLY ALONG THE ARC A DISTANCE OF 49.74 FEET TO THE INTERSECTION WITH A NON TANGENT CURVE CONCAVE TO THE NORTH, HAVING A RADIUS OF 130.00 FEET, FROM WHICH A RADIAL LINE BEARS NORTH 59°24'26" EAST; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 172.27 FEET THROUGH A CENTRAL ANGLE OF 75°55'32" TO THE INTERSECTION WITH A NON TANGENT CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 58.00 FEET, FROM WHICH A RADIAL LINE BEARS SOUTH 16°31'17" EAST; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 55.61 FEET THROUGH A CENTRAL ANGLE OF 54°56'15"; THENCE SOUTH 18°32'38" WEST, A DISTANCE OF 56.55 FEET; THENCE SOUTH 63°32'38" WEST, A DISTANCE OF 14.14 FEET; THENCE SOUTH 18°32'38" WEST, A DISTANCE OF 400.72 FEET TO A POINT OF CURVE TO THE LEFT HAVING A RADIUS OF 510.92 FEET, A CENTRAL ANGLE OF 10°54'07"; THENCE

SOUTHERLY ALONG THE ARC A DISTANCE OF 97.21 FEET TO A POINT OF COMPOUND CURVE TO THE LEFT HAVING A RADIUS OF 30.00 FEET AND A CENTRAL ANGLE OF 52°41'52"; THENCE SOUTHERLY ALONG THE ARC, A DISTANCE OF 27.59 FEET TO A POINT OF REVERSE CURVE TO THE RIGHT HAVING A RADIUS OF 75.00 FEET AND A CENTRAL ANGLE OF 85°47'17"; THENCE SOUTHERLY ALONG THE ARC, A DISTANCE OF 112.30 FEET TO THE INTERSECTION WITH A NON TANGENT CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 30.00 FEET, FROM WHICH A RADIAL LINE BEARS SOUTH 49°16'04" EAST; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 25.23 FEET THROUGH A CENTRAL ANGLE OF 48°11'23"; THENCE NORTH 88°55'19" EAST, A DISTANCE OF 154.21 FEET TO A POINT OF CURVE TO THE LEFT HAVING A RADIUS OF 280.00 FEET, AND A CENTRAL ANGLE OF 11°32'34"; THENCE EASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 56.41 FEET TO THE INTERSECTION WITH A NON TANGENT CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 1,480.00 FEET FROM WHICH A RADIAL LINE BEARS SOUTH 53°58'38" EAST; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 2.91 FEET THROUGH A CENTRAL ANGLE OF 00°06'46"; THENCE SOUTH 35°54'36" WEST, A DISTANCE OF 835.47 FEET; THENCE SOUTH 00°28'44" WEST, A DISTANCE OF 2288.82 FEET TO A POINT OF INTERSECTION WITH THE EASTERLY PROLONGATION OF THE NORTH LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED BY SPECIAL WARRANTY DEED TO METROPOLITAN LIFE INSURANCE COMPANY RECORDED IN OFFICIAL RECORDS BOOK 477, PAGE 560 PUBLIC RECORDS OF SAID ST, LUCIE COUNTY; THENCE SOUTH 89°50'39" EAST ALONG SAID NORTH LINE, A DISTANCE OF 5976.12 FEET; THENCE NORTH 00°02'55" WEST DEPARTING SAID NORTH LINE, A DISTANCE OF 3277.26 FEET; THENCE NORTH 89°57'05" EAST, A DISTANCE OF 200.00 FEET; THENCE NORTH 00°02'55" WEST, A DISTANCE OF 12.68 FEET TO A POINT OF CURVATURE WITH A CURVE CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 175.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 54°37'30", AN ARC DISTANCE OF 166.84 FEET TO A POINT OF REVERSE CURVATURE WITH A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 300.00 FEET, SAID POINT ALSO BEING THE SOUTHERLY BOUNDARY OF THE SAID PLAT OF TRADITION PLAT NO. 6; THENCE TRAVERSING THE SAID SOUTHERLY BOUNDARY BY THE FOLLOWING THREE (3) COURSES;

1. NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THRU A CENTRAL ANGLE OF 19°14'47", AN ARC DISTANCE OF 100.77 FEET TO A POINT OF REVERSE CURVATURE WITH A CURVE CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 175.00 FEET;
2. NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THRU A CENTRAL ANGLE OF 54°37'37", AN ARC DISTANCE OF 166.85 FEET TO A POINT OF TANGENCY WITH A LINE;
3. NORTH 89°57'05" EAST ALONG SAID LINE, A DISTANCE OF 2428.13 FEET TO THE POINT OF BEGINNING.

CONTAINING 2727.593 ACRES, MORE OR LESS.

LESS AND EXCEPT THE FOLLOWING DESCRIBED PARCEL:

BEING A PARCEL OF LAND LYING IN SECTION 8, TOWNSHIP 37 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT POINT OF BEGINNING #2 BEING THE NORTHEAST CORNER OF THE PLAT OF TRADITION PLAT NO. 58, AS RECORDED IN PLAT BOOK 59, PAGE 21, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG THE NORTH LINE OF SAID TRADITION PLAT NO. 58 THE FOLLOWING SEVEN (7) COURSES, NORTH 89°53'05" WEST, A DISTANCE OF 194.96 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 50.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF

70°02'04", A DISTANCE OF 61.12 FEET TO THE POINT OF TANGENCY; THENCE NORTH 19°51'01" WEST, A DISTANCE OF 224.93 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 200.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 83°40'24", A DISTANCE OF 292.08 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 76°28'35" WEST, A DISTANCE OF 669.95 FEET; THENCE SOUTH 07°29'09" EAST, A DISTANCE OF 209.34 FEET; THENCE SOUTH 47°13'42" WEST, A DISTANCE OF 508.14 FEET TO A POINT OF INTERSECTION WITH THE EAST RIGHT-OF-WAY LINE OF TRADITIONS PARKWAY AS RECORDED IN OFFICIAL RECORD BOOK 3071, PAGE 2651 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA AND TO A POINT ON A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 1465.00 FEET FROM WHICH A RADIAL LINE BEARS NORTH 56°35'54" EAST; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°24'52", A DISTANCE OF 445.27 FEET TO THE SOUTHWEST CORNER OF TRACT A, ACCORDING TO THE PLAT OF TRADITION PLAT NO. 68, AS RECORDED IN PLAT BOOK 66, PAGE 37, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE ALONG THE SOUTHERLY, EASTERLY, AND NORTHERLY LINE OF SAID TRACT A THE FOLLOWING SEVEN (7) COURSES; THENCE NORTH 74°00'46" EAST, A DISTANCE OF 60.76 FEET; THENCE NORTH 21°07'28" EAST, A DISTANCE OF 100.75 FEET; THENCE NORTH 30°08'54" EAST, A DISTANCE OF 78.00 FEET; THENCE NORTH 14°10'47" WEST, A DISTANCE OF 112.39 FEET; THENCE NORTH 71°42'41" WEST, A DISTANCE OF 90.85 FEET; THENCE NORTH 51°27'29" WEST, A DISTANCE OF 76.73 FEET; THENCE SOUTH 88°24'58" WEST, A DISTANCE OF 16.19 FEET TO A POINT OF INTERSECTION WITH THE AFORESAID EAST RIGHT-OF-WAY LINE OF TRADITION PARKWAY AND TO A POINT ON A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 1465.00 FEET FROM WHICH A RADIAL LINE BEARS NORTH 88°24'58" EAST; THENCE NORTHERLY ALONG SAID EAST LINE AND THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 1°35'02", A DISTANCE OF 40.50 FEET AND THE FOLLOWING FIVE (5) COURSES; THENCE NORTH 00°00'00" EAST, A DISTANCE OF 182.47 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 1595.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 9°38'59", A DISTANCE OF 268.63 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE EAST HAVING A RADIUS OF 50.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°50'06", A DISTANCE OF 41.74 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 130.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 21°42'43", A DISTANCE OF 49.26 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 50.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 56°42'14", A DISTANCE OF 49.48 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF FERNLAKE DRIVE AS RECORDED IN OFFICIAL RECORD BOOK 3071, PAGE 2612 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA AND THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 930.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 54°51'10", ALONG SAID SOUTH LINE, A DISTANCE OF 890.35 FEET TO THE POINT OF TANGENCY; THENCE, CONTINUING ALONG SAID SOUTH LINE, NORTH 13°19'28" EAST, A DISTANCE OF 61.04 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 864.80 FEET; THENCE, CONTINUING ALONG SAID SOUTH LINE AND NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°28'41", A DISTANCE OF 203.43 FEET TO THE SOUTHWESTERLY CORNER OF TRADITION PLAT NO. 62, AS RECORDED IN PLAT BOOK 60, PAGE 22, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG THE SOUTH LINE OF SAID PLAT THE FOLLOWING THREE (3) COURSES, SOUTH 51°55'07" EAST, A DISTANCE OF 701.85 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 440.00 FEET FROM WHICH A RADIAL LINE BEARS SOUTH 27°50'28" EAST; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 27°35'12", A DISTANCE OF 211.85 FEET TO THE POINT OF TANGENCY; THENCE NORTH 89°44'44" EAST, A DISTANCE OF 277.08 FEET TO THE NORTHWEST CORNER OF TRADITION PLAT NO. 16, AS RECORDED IN PLAT BOOK 44, PAGE 12, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE, ALONG THE WEST LINE OF SAID

TRADITION PLAT NO. 16, SOUTH 00°06'55" WEST, A DISTANCE OF 1493.94 FEET TO POINT OF BEGINNING #2.

CONTAINING 54.548 ACRES, MORE OR LESS.

CONTAINING A TOTAL OF 2,673.045 ACRES, MORE OR LESS.

SAID LANDS SITUATE IN ST. LUCIE COUNTY, FLORIDA.
SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS, COVENANTS, AND RIGHTS-OF-WAY OF RECORD.

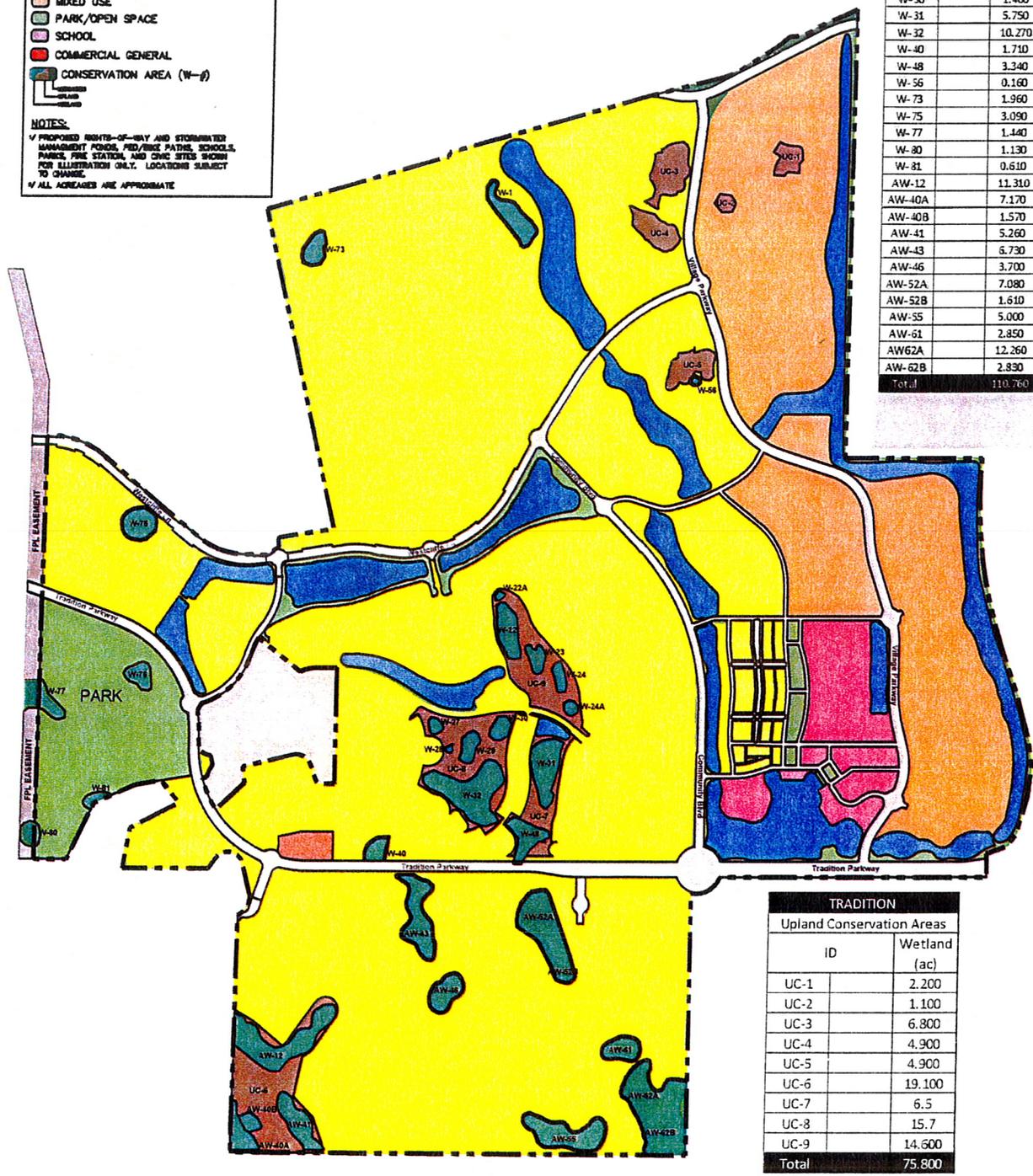
EXHIBIT B TRADITION

DRI MAP H LEGEND:

	PROPOSED RIGHTS-OF-WAY
	UTILITY EASEMENT
	STORMWATER MANAGEMENT
	RESIDENTIAL
	TOWN CENTER
	VILLAGE CENTER
	MIXED USE
	PARK/OPEN SPACE
	SCHOOL
	COMMERCIAL GENERAL
	CONSERVATION AREA (W-g)

NOTES:
 ✓ PROPOSED RIGHTS-OF-WAY AND STORMWATER MANAGEMENT PONDS, FSD/BIKE PATHS, SCHOOLS, PARKS, FIRE STATION, AND CIVIC SITES SHOWN FOR ILLUSTRATION ONLY. LOCATIONS SUBJECT TO CHANGE.
 ✓ ALL ACRES ARE APPROXIMATE

TRADITION Wetlands	
ID	Wetland (ac)
W-1	3.930
W-22	3.760
W-22A	0.250
W-24	1.210
W-24A	0.69
W-27	0.71
W-28	0.16
W-29	1.76
W-30	1.460
W-31	5.750
W-32	10.270
W-40	1.710
W-48	3.340
W-56	0.160
W-73	1.960
W-75	3.090
W-77	1.440
W-80	1.130
W-81	0.610
AW-12	11.310
AW-40A	7.170
AW-40B	1.570
AW-41	5.260
AW-43	6.730
AW-46	3.700
AW-52A	7.080
AW-52B	1.610
AW-55	5.000
AW-61	2.850
AW62A	12.260
AW-62B	2.830
Total	110.760



TRADITION Upland Conservation Areas	
ID	Wetland (ac)
UC-1	2.200
UC-2	1.100
UC-3	6.800
UC-4	4.900
UC-5	4.900
UC-6	19.100
UC-7	6.5
UC-8	15.7
UC-9	14.600
Total	75.800

lucido associates

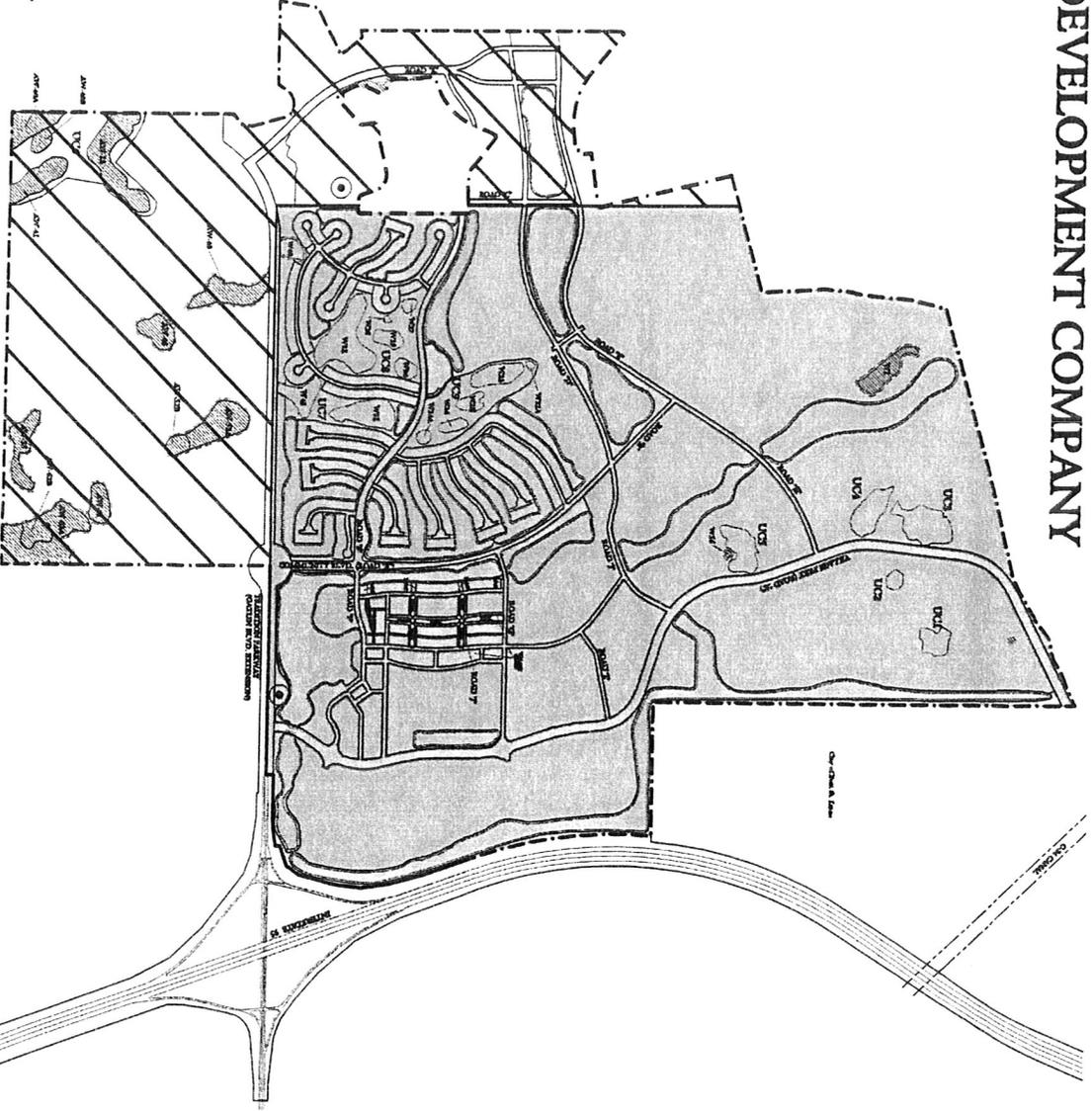
Tradition Land Company, L.L.C.
 Owner
 MacKenzie Engineering & Planning, Inc.
 Traffic

Bowman Consulting
 Engineering
 EW Consultants, Inc.
 Environmental

Lucido & Associates
 Planning
 Greenspoon Marder
 Legal

Map H
Master Development Plan

TRADITION DEVELOPMENT COMPANY



Revised
Exhibit C
Audubon Crested Caracara
Study Area

Consultants:
Domen Associates, Planning & Landscape Architect • Hubbard & Associates, Inc., Planners • COT, Inc., Surveyors •
Robert Rosenbaum Consulting, Inc., Traffic • Ruden McClosky, Legal • Verawan Hansen-Brownlie, Inc., Civil & Environmental Engineers

10 AC

Surrey Area

1500 FT. 0 FT.

10 MIN. WALK

SCALE IN FEET

CMIN ASSOCIATES
Urban & Environmental Planners • Landscape Architects
10000 Old Orchard Road, Suite 200, Fairfax, VA 22031
Tel: 703-261-1100 • Fax: 703-261-1101 • www.cmin.com

Exhibit D

DEFINITIONS: *Exotic*—a species introduced to Florida, purposefully or accidentally, from a natural range outside of Florida. *Native*—a species whose natural range included Florida at the time of European contact (1500 AD). *Naturalized exotic*—an exotic that sustains itself outside cultivation (it has not "become" native). *Invasive exotic*—an exotic that not only has naturalized but is expanding on its own in Florida plant communities.

Abbreviations used: for "Gov. List": **P** = Prohibited by Fla. Dept. of Environ. Protection, **N** = Noxious Weed listed by Fla. Dept. of Agriculture & Consumer Services, **U** = Noxious Weed listed by U.S. Dept. of Agriculture, for "Reg. Dis.": **N** = north, **C** = central, **S** = south, referring to each species' current distribution in general regions of Florida (not its potential range in the state). See map.



LIST PREPARED BY THE Florida Exotic Pest Plant Council's

PEST PLANT LIST COMMITTEE:

- Keith A. Bradley*, Institute for Regional Conservation, 22601 S.W. 152nd Ave., Miami, FL 33170
Kathy Craddock Burke (CHAIR), Invasive Plant Management, Florida Dept. of Environmental Protection, 3800 Commonwealth Blvd., MS 705, Tallahassee, FL 32399
Nancy Craig Cole, Botanist Emeritus, Division of Plant Industry, Florida Dept. of Agriculture and Consumer Services, 22804 N.W. CR-2054, Alachua, FL 32615
James G. Diquessel, Florida Park Service, Fla. Dept. of Environmental Protection, P.O. Box 487, Key Largo, FL 33037
Edward Ericsson, The Nature Conservancy, 1413 Boulevard of the Arts, Sarasota, FL 34236
David W. Hall, Private Consulting Botanist, 3666 N.W. 1st Place, Gainesville, FL 32605
Roger L. Hammer, Miami-Dade Parks Department, Castellow Hammock Nature Center, 22301 S.W. 162nd Ave., Miami, FL 33030
Kenneth A. Langehandl, Center for Aquatic and Invasive Plants, IFAS, University of Florida, 7922 N.W. 71st St., Gainesville, FL 32606
Robert W. Pomberton, Agricultural Research Station, U.S. Department of Agriculture, 2305 College Ave., Ft. Lauderdale, FL 33314
Daniel B. Ward, Department of Botany, 220 Barram Hall, University of Florida, Gainesville, FL 32611
Richard P. Wunderlin, Institute for Systematic Botany, Department of Biological Sciences, University of South Florida, Tampa, FL 33620

For more information on invasive exotic plants, including links to related web pages, visit the **Florida EPCC** web site: <http://www.flppe.org>

5/20/03

Category I - Invasive exotics that are altering native plant communities by displacing native species, changing community structures or ecological functions, or hybridizing with natives. This definition does not rely on the economic severity or geographic range of the problem, but on the documented ecological damage caused.

Scientific Name	Common Name	Reg. Dis.	Gov. List	Scientific Name	Common Name	Reg. Dis.	Gov. List
<i>Abrus precatorius</i>	rosary pea	C, S		<i>Lygodium japonicum</i>	Jap. climbing fern	NCS	N
<i>Acacia</i>	earleaf acacia	S		<i>Lygodium microphyllum</i>	Old World climbing fern	C, S	N
<i>anturilloensis</i>				<i>Mecardonia</i>	cat's-claw vine	NCS	
<i>Albizia julibrissin</i>	minosa, silk tree	N, C		<i>unguis-cat</i>			
<i>Albizia lebeck</i>	woman's tongue	C, S		<i>Mantlana zapota</i>	sapodilla	S	P, N, U
<i>Albizia coronata</i>	coral ardisia	N, C		<i>Melaleuca</i>	melaleuca	C, S	
<i>Albizia elliptica</i>	sheebouton ardisia	S		<i>quinqueverva</i>			
<i>Asparagus</i>	asparagus-fern	C, S		<i>Melia azadirach</i>	Chinaberry	NCS	
<i>detaxiflorus</i>				<i>Mimosa pigra</i>	catclaw mimosa	C, S	P, N, U
<i>Bauhinia variegata</i>	orchid-tree	C, S		<i>Nandina domestica</i>	heavenly bamboo	N	
<i>Bischofia javanica</i>	bischofia	C, S		<i>Nepenthes cordifolia</i>	sword fern	NCS	
<i>Catolophium</i>	santa maria ("mari wood")	S		<i>Nepenthes multiflora</i>	Asian sword fern	C, S	
<i>omiflamm</i>	"Alexandrian laurel" (used in cultivation)			<i>Neyraudia acrostachya</i>	Burma reed	C, S	N
<i>Casuarina equisetifolia</i>	Australian pine	NCS	P	<i>Plectranthus cicutellus</i>	sewer vine	S	N
<i>Casuarina glauca</i>	stickering	C, S	P	<i>Plectranthus faetida</i>	skunk vine	N, C	N
<i>Cinnamomum camphora</i>	Australian pine camphor tree	NCS		<i>Panicum repens</i>	torpedo grass	NCS	
<i>Colocasia</i>	taro, wild taro	NCS		<i>Pennisetum purpurum</i>	Napier grass	C, S	
<i>esculenta</i>				<i>Pistia stratiotes</i>	water-lettuce	NCS	P
<i>Calabaria aculeata</i>	helterleaf	S		<i>Psidium cattleianum</i>	strawberry guava	C, S	
<i>Carpenteria amerciloides</i>	carrotwood	C, S	N	<i>Psidium guajava</i>	guava	C, S	
<i>Dioscorea alata</i>	winged yam	NCS	N	<i>Pueraria montana</i>	katu vine	NCS	N, U
<i>Dioscorea bulbifera</i>	air-potato	NCS	N	<i>Rhizomatia longicauda</i>	clowny rose-myrtle	C, S	N
<i>Eichhornia crassipes</i>	water-hyacinth	NCS	P	<i>Ruellia brittoniana</i>	Mexican petunia	NCS	
<i>Eugenia uniflora</i>	Sourin-eberry	C, S		<i>Saprim schlegelii</i>	Chinese tallow	NCS	N
<i>Ficus microcarpa</i>	laurel fig	S		<i>Schefflera octoinnifolia</i>	beach maripaka	C, S	
<i>Hibiscus verticillata</i>	hydrilla	NCS	P, U	<i>Schinus molle</i>	Brazilian pepper	NCS	P, N
<i>Hydrocotyle polycarpa</i>	green hygro	NCS	P, U	<i>Senna pedunculata</i>	Christmas senna	C, S	
<i>Hymenocleis amplexicaulis</i>	West Indian marsh grass	C, S		<i>Solanum tampicense</i>	wetland nightshade	C, S	N, U
<i>Impatiens cylindrica</i>	coyona grass	NCS	N, U	<i>Solanum vitarum</i>	tropical soda apple	NCS	N, U
<i>Ipomoea aquatica</i>	water-spinach	C, S	P, U	<i>Syngeium podophyllum</i>	arrowhead vine	C, S	
<i>Ipomoea dichotomum</i>	jasmine	C, S		<i>Syngonium cuneatum</i>	Java plant	S	
<i>Jasminum flammeum</i>	Brazilian jasmine	C, S		<i>Tectaria nuda</i>	incised halberd fern	S	
<i>Lantana camara</i>	lantana	NCS		<i>Thecopsis populifera</i>	sessile mahoe	C, S	
<i>Ligustrum lucidum</i>	glossy privet	N, C		<i>Tradescantia fluminensis</i>	white-flowered wandering Jew	N, C	
<i>Ligustrum sinense</i>	Chinese privet	NCS		<i>Tradescantia spathulata</i>	oyster plant	S	
<i>Lonicera japonica</i>	honeysuckle	NCS		<i>Urochloa mutica</i>	Parl grass	C, S	

Category II - Invasive exotics that have increased in abundance or frequency but have not yet altered Florida plant communities to the extent shown by Category I species. These species may become ranked as Category I, if ecological damage is demonstrated.

Scientific Name	Common Name	Reg. Dist.	Gov. List	Scientific Name	Common Name	Reg. Dist.	Gov. List
<i>Adiantum sp.</i>	red sandalwood	S		<i>Leucaena leucocephala</i>	lead tree	NCS	
<i>Alnus incana</i>	sisal hemp	C, S		<i>Limnophila sessiliflora</i>	Asian marshweed	NCS	P
<i>Alnus maurophylla</i>	tung oil tree	N, C		<i>Livistona chinensis</i>	Chinese fan palm	C, S	
<i>Alternanthera philoxeroides</i>	alligator weed	NCS	P	<i>Murraya paniculata</i>	wood-rose	S	
<i>Antigonon leptopus</i>	coral vine	NCS		<i>Myrsine</i>	orange-jessamine	S	
<i>Aristida hirsuta</i>	calico flower	N, C		<i>Myrsine</i>	Eurasian waterimfoti	NCS	P
<i>Asystasia gangetica</i>	Ganges primrose	C, S		<i>Myrsine</i>	snowflake	C, S	
<i>Begonia cucullata</i>	wax begonia	N, C		<i>Panicum maximum</i>	Guinea grass	C, S	
<i>Bomarea</i>	paper mulberry	N, C		<i>Panicum biflorum</i>	2-flower passion v.	S	
<i>Callisia fragrans</i>	inch plant	C, S		<i>Penstemon stramonium</i>	green fountain grass	S	
<i>Casuarina cunninghamiana</i>	Australian pine	C, S	P	<i>Phenax reclinata</i>	Senegal date palm	C, S	
<i>Cecropia palmata</i>	trumpet tree	S		<i>Phyllostachys aurea</i>	golden bamboo	N, C	
<i>Cestrum diurnum</i>	day jessamine	C, S		<i>Pteris vittata</i>	Chinese brake fern	NCS	
<i>Chamaedorea seifrizii</i>	bamboo palm	S		<i>Psychaspermum elegans</i>	solitaire palm	S	
<i>Crypsologoa madagascariensis</i>	rubber vine	C, S		<i>Rhinocorymbium repens</i>	Natal grass	NCS	
<i>Cyperus imbericatus</i>	umbrella plant	C, S		<i>Ricinus communis</i>	castor bean	NCS	
<i>Cyperus proflifer</i>	dwarf papyrus	C		<i>Sida acuta</i>	bowstring hemp	C, S	
<i>Dalbergia sissoo</i>	Indian rosewood	C, S		<i>Sesbania punicea</i>	purple sesban	NCS	
<i>Elaeagnus pungens</i>	silverburn	N, C		<i>Solanum diphyllum</i>	2-leaf nightshade	NCS	
<i>Epidendrum pininatum</i>	pothos	C, S		<i>Solanum jamaicense</i>	Jamaican nightshade	C	
<i>Ficus altissima</i>	false banyan, council tree	S		<i>Solanum torvum</i>	turkey berry	NCS	N, U
<i>Ficus tinnaria</i>	governor's plum	S		<i>Sporobolus rostratus</i>	queen palm	C, S	
<i>Hemarthra altissima</i>	limpo grass	C, S		<i>Strychnos nuxvomica</i>	rose-apple	C, S	
<i>Hibiscus thurberii</i>	mahe	C, S		<i>Terminalia catappa</i>	tropical almond	C, S	
<i>Ipomoea fistulosa</i> (= <i>I. carnea</i> ssp. <i>fistulosa</i>)	shrub morning-glory	C, S	P	<i>Terminalia melicoides</i>	Australian almond	C, S	
<i>Jasminum sambac</i>	Arabian jasmine	S		<i>Tribulus terrestris</i>	puncture vine	NCS	
<i>Kalanchoe pinnata</i>	lily plant	C, S		<i>Urena lobata</i>	Caesar's weed	NCS	
<i>Kochia elegans</i>	flamegold	C, S		<i>Wedelia trilobata</i>	wedelia	NCS	
				<i>Xanthoxylum</i>	Chinese wisteria	N, C	
				<i>Xanthoxylum sagittifolium</i>	elephant ear	NCS	



Application for Membership in the Florida Exotic Pest Plant Council

Annual Membership Levels (CIRCLE ONE)	
Individual	Institutional
Student \$10	Library \$100
General Contributor \$20	Contributor \$300
Donor over \$50	Donor \$501 - \$10,000
	Patron over \$10,000

Name _____

Organization _____

Mailing Address _____

City, State, Zip _____

Telephone _____

Fax _____

E-mail _____

Mail application & dues to:
 Kris Serbesoff-King
 3301 Gun Club Rd.
 West Palm Beach, FL 33406

(Or sign up on-line at www.fleppc.org.)



Florida Exotic Pest Plant Council's 2003 List of Invasive Species

PURPOSE OF THE LIST:
 To focus attention on 1) the adverse effects exotic pest plants currently have on Florida's native biodiversity and the functioning of native plant communities, 2) the habitat losses from exotic pest plant infestations, 3) the impacts on endangered species via habitat loss and alteration, 4) the need to prevent habitat losses through pest-plant management, 5) the socio-economic impacts of these plants (e.g., increased wildfires in Melaleuca areas), 6) changes in the seriousness of different pest plants over time, and 7) the need to provide information that helps natural area managers set priorities for control programs.

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Exhibit E

Exhibit E (Revised)
Tradition DR1
Developer Proportions Share and Construction Contributors

Contributor	Building	Construction Type (1)	Floor Area	Peak Hour Capacity	Additional Peak Hour Capacity	Project Title	Proportions Share (%)	Construction Contribution (\$)	R.O.W. Contribution (\$)	Engineering Contribution (\$)	Total Contribution (\$)	Proportions Share	Contribution Credit
LHK	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
TOTALS													

Contributor	Building	Construction Type (1)	Floor Area	Peak Hour Capacity	Additional Peak Hour Capacity	Project Title	Proportions Share (%)	Construction Contribution (\$)	R.O.W. Contribution (\$)	Engineering Contribution (\$)	Total Contribution (\$)	Proportions Share	Contribution Credit
LHK	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
	Commercial Center Hwy, 10000	R	2	800	1800	10000	10.00%	2,172,500	434,400	762,000	3,368,900	3.37%	2,432,032
TOTALS													

(1) - Represents building type or other road design system and/or pavement system with a design average speed.
 (2) - Project Improvement Code.
 (3) - Project Improvement Code, (R) - Rural/Urban.
 (4) - Lane width, (W) - Right of Way, (S) - Shoulder, (D) - Ditch, (E) - Elevation, (H) - Height, (L) - Length, (M) - Material, (N) - Notes, (O) - Other, (P) - Pavement, (Q) - Quality, (R) - Road, (S) - Shoulder, (T) - Terrain, (U) - Utility, (V) - Vertical, (W) - Width, (X) - X-section, (Y) - Year, (Z) - Zone.

Balance	1	10000000	10000000
---------	---	----------	----------

TRADITION DRI
TRIP CONVERSION MATRIX
TOTAL BUILDOUT PM PEAK HOUR

EXHIBIT F

TO	ITE Code	PM New Total Trip Rate	1 Resid. Single Family Unit	1 Resid. Multi-Family Unit	1000 SF Commercial	1000 SF Office	1000 SF Warehouse	1 Hotel room	1 ALF bed
FROM			0.717	0.560	3.279	1.182	0.980	0.710	0.170
1 Residential Single Family Unit	210	0.717	1.000	1.280	0.219	0.607	0.732	1.010	4.218
1 Residential Multi-Family Unit	220	0.560	0.781	1.000	0.171	0.474	0.571	0.789	3.294
1000 SF Commercial	820	3.279	4.573	5.855	1.000	2.774	3.346	4.618	19.288
1000 SF Office	710	1.182	1.649	2.111	0.360	1.000	1.206	1.665	6.953
1000 SF Warehouse	110	0.980	1.367	1.750	0.299	0.829	1.000	1.380	5.765
1 Hotel room	310	0.710	0.990	1.268	0.217	0.601	0.724	1.000	4.176
1 ALF bed	252	0.170	0.237	0.304	0.052	0.144	0.173	0.239	1.000

Land Use	DO	Minimum	Maximum
SF Residential (DU)	5,945	4,459	7,431
MF Residential (DU)	1,000	750	1,250
Commercial (SF)	950,000	712,500	1,187,500
Office (SF)	700,000	525,000	875,000
Warehouse (SF)	90,000	67,500	112,500
Hotel (rooms)	150	113	188
ALF (beds)	300	225	375

Exhibit G

PROPERTY

LEGAL DESCRIPTION

BEING A PARCEL OF LAND LYING IN A PORTION OF LOT 1, ACCORDING TO THE PLAT OF TRADITION PLAT NO. 59, AS RECORDED IN PLAT BOOK 60, PAGE 8, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCE AT THE SOUTHEAST CORNER OF SAID LOT 1; THENCE ALONG THE EASTERLY LINE OF SAID LOT 1 THE FOLLOWING 4 COURSES AND DISTANCES; THENCE N08°20'33"W A DISTANCE OF 22.76 FEET; THENCE N05°33'00"W A DISTANCE OF 296.59 FEET; THENCE N06°47'54"W A DISTANCE OF 44.39 FEET TO THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL;

THENCE S85°21'57"W A DISTANCE OF 778.41 FEET; THENCE N04°38'03"W A DISTANCE OF 340.46 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE WEST HAVING A RADIUS OF 1,092.61 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 170.41 FEET THROUGH A CENTRAL ANGLE OF 08°56'10"; THENCE S82°05'00"W A DISTANCE OF 349.90 FEET TO THE EASTERLY LINE OF TRACT R-39 ACCORDING TO THE PLAT OF TRADITION PLAT NO. 36, AS RECORDED IN PLAT BOOK 49, PAGE 28, AND TO AN INTERSECTION WITH A NON-TANGENT CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 745.21 FEET, THE CHORD OF WHICH BEARS N18°34'10"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, AND ALONG SAID EASTERLY LINE OF TRACT R-39, A DISTANCE OF 61.07 FEET THROUGH A CENTRAL ANGLE OF 04°41'43" TO THE SOUTH LINE OF PARCEL 3 OF SAID TRADITION PLAT NO. 36; THENCE N82°05'00"E, ALONG SAID SOUTH LINE, A DISTANCE OF 289.39 FEET TO THE EASTERLY LINE OF SAID PARCEL 3; THENCE N07°55'00"W, ALONG SAID EASTERLY LINE, A DISTANCE OF 250.00 FEET TO THE NORTHERLY LINE OF SAID LOT 1; THENCE ALONG THE NORTHERLY AND EASTERLY LINE OF SAID LOT 1 THE FOLLOWING 9 COURSES AND DISTANCES; THENCE N79°05'50"E A DISTANCE OF 176.09 FEET; THENCE N81°30'32"E A DISTANCE OF 158.84 FEET; THENCE N79°11'01"E A DISTANCE OF 39.04 FEET; THENCE N85°27'23"E A DISTANCE OF 147.21 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 350.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 387.97 FEET THROUGH A CENTRAL ANGLE OF 63°30'39" TO THE POINT OF COMPOUND CURVATURE WITH A CURVE CONCAVE TO THE WEST, HAVING A RADIUS OF 500.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, A DISTANCE 259.03 FEET THROUGH A CENTRAL ANGLE OF 29°40'59"; THENCE S01°20'59"E A DISTANCE OF 147.45 FEET; THENCE S04°31'55"E A DISTANCE OF 100.31 FEET; THENCE S06°47'54"E A DISTANCE OF 156.70 FEET TO THE POINT OF BEGINNING.

CONTAINING 15.485 ACRES, MORE OR LESS.

NOTE: THIS IS NOT A SKETCH OF SURVEY, BUT ONLY A GRAPHIC DEPICTION OF THE DESCRIPTION SHOWN HEREON. THERE HAS BEEN NO FIELD WORK, VIEWING OF THE SUBJECT PROPERTY OR MONUMENTS SET IN CONNECTION WITH THE PREPARATION OF THE INFORMATION SHOWN HEREON.

NOTE: LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHT-OF-WAY AND/OR EASEMENTS OF RECORD.

Michael T. Kojodziejczyk
 Michael T. Kojodziejczyk
 Professional Surveyor and Mapper
 Florida Certificate No. 3864

7-27-09
 Signature Date

REVISION: CHANGED AREA & LEGAL DESCRIPTION GLM 7-27-09 Sheet 1 of 2

DESCRIPTION
 OF
 15 ACRE PARCEL

File: 08-242-WA05
 add-15ac-A.dwg
 Date: 7-08-2009
 Tech: GLM

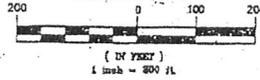


CULPEPPER & TERPENING, INC
 CONSULTING ENGINEERS | LAND SURVEYORS
 2980 SOUTH 25th STREET
 FORT PIERCE, FLORIDA 34981
 PHONE 772-464-3537 FAX 772-464-9497
 WWW.C-T-ENG.COM
 STATE OF FLORIDA CERTIFICATION No. 13 426

SKETCH TO ACCOMPANY LEGAL DESCRIPTION

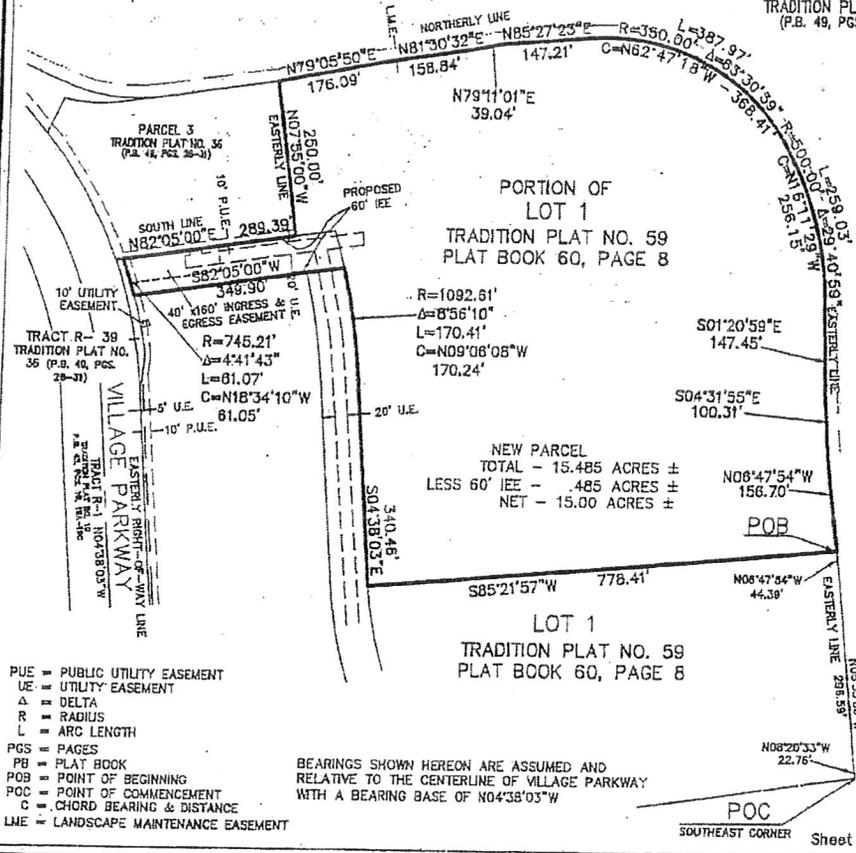
THIS IS NOT A SURVEY

GRAPHIC SCALE



W.M.T.-1
TRADITION PLAT NO. 36
(P.B. 49, PGS. 28-31)

W.M.T.-1
TRADITION PLAT NO. 36
(P.B. 49, PGS. 28-31)



NEW PARCEL
TOTAL - 15.485 ACRES ±
LESS 60' IEE - .485 ACRES ±
NET - 15.00 ACRES ±

- PUE = PUBLIC UTILITY EASEMENT
- UE = UTILITY EASEMENT
- Δ = DELTA
- R = RADIUS
- L = ARC LENGTH
- PGS = PAGES
- PB = PLAT BOOK
- POB = POINT OF BEGINNING
- POC = POINT OF COMMENCEMENT
- C = CHORD BEARING & DISTANCE
- LME = LANDSCAPE MAINTENANCE EASEMENT

BEARINGS SHOWN HEREON ARE ASSUMED AND
RELATIVE TO THE CENTERLINE OF VILLAGE PARKWAY
WITH A BEARING BASE OF N04°38'03\"/>

POC
SOUTHEAST CORNER Sheet 2 of 2

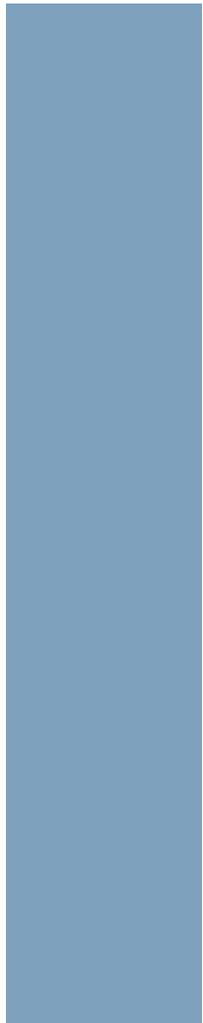
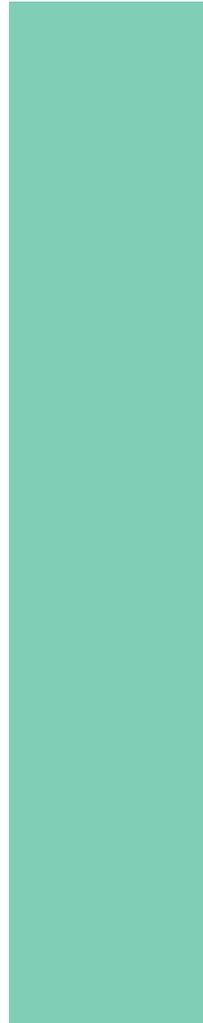
SKETCH OF DESCRIPTION
OF
15 ACRE PARCEL

File: 08-242-WA05
s2d-15ac-A.dwg
Date: 7-08-2009



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Tech: GLM



CITY OF PORT ST. LUCIE

VOLUME 1 - NEIGHBORHOOD PLANNING PROGRAM

DRAFT MARCH 2016



Tindale
Oliver
design

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INTRODUCTION

1.0 INTRODUCTION

1.1 Neighborhood Planning Program Purpose

Neighborhood planning gives community members direct power to develop a shared vision for their neighborhood and shape the development and growth of their neighborhoods. The purpose of the Neighborhood Planning Program (Planning Program) is to support and advance the City of Port St. Lucie's strategic goals of having *stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles*. Through public involvement and analysis, the Planning Program identifies a vision and improvement themes which lead to the development of Neighborhood Action Plans (Action Plans) designed to achieve the vision for each Planning Area. Specific projects, programs, and initiatives are contained within the Action Plans for each Planning Area. The Action Plans are intended to help guide City policy, physical change, and decision-making in the Planning Areas over the next 10–15 years. Specifically, the Action Plans:

- Communicate and provide a path for realizing the Planning Areas vision.
- Identify policies and recommendations designed to influence future growth and change and guide City decision-making.
- Balance the community's vision and goals with private interests in land.
- Suggest guidelines for reinvestment in housing and commercial properties that support reinvestment while allowing individuality, long-term economic vitality, and sustainability.
- Identify different parts of the Planning Areas appropriate for development, redevelopment, reinvestment, and preservation, along with the desired types and intensities of future land uses.
- Facilitate vision-focused and consistent day-to-day decision-making, including planning, zoning, and capital improvement decisions.
- Recommend identity/branding, urban design improvements, public realm amenities, land use/zoning changes, parks and recreation improvements, and multimodal transportation improvements to serve the Planning Areas now and in the future.

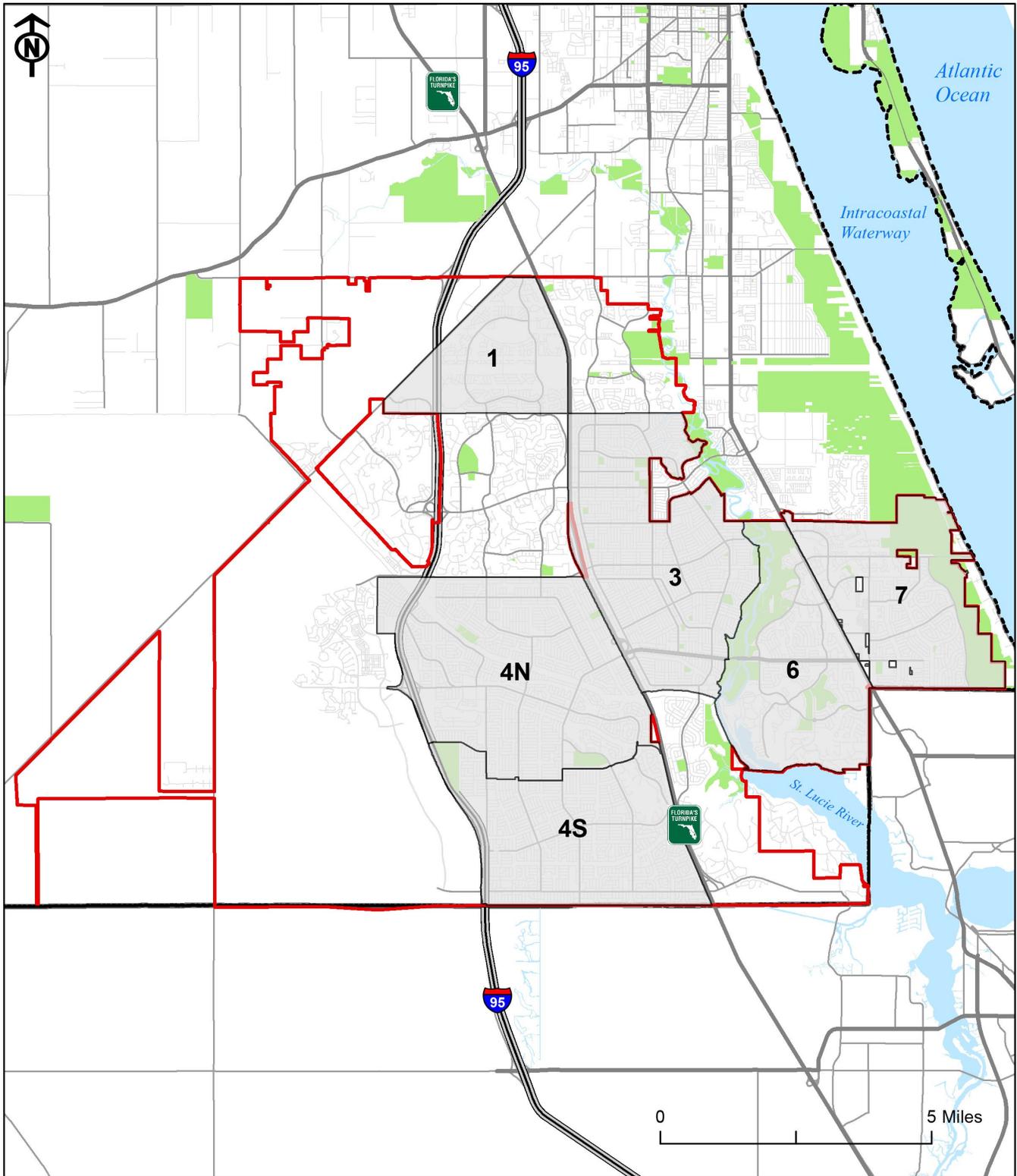
1.2 Background

The City of Port St. Lucie is located in St. Lucie County and is one of the largest incorporated areas in Florida, at approximately 120 square miles and the 9th most populous, with an estimated 2015 population of 174,132, according to the Bureau of Economic and Business Research (BEBR). The City was incorporated in 1961 by General Development Corporation and was designed primarily as a residential community. Over the years, land use changes have diversified the development pattern within the community, but it remains predominantly residential. The original city designers gave little consideration to the diversity of land uses needed to adequately service a city with a large and growing population.

Port St. Lucie does not have an identifiable primary central business district or commercial town center. The result of the initial poor design of the city hinders the efficient use of city resources. The City's current Comprehensive Plan recognizes the historical problems associated with the city's design and the need to remedy these problems.

For planning purposes, the City has been divided into 14 Planning Areas that range in size from 3,000 to 8,500 acres. The City's intent is to develop Neighborhood Action Plans for six Planning Areas (PA-1, 3, 4N, 4S, 6 and 7) that make up many of the older portions of the City that are not master-planned communities (**see Map 1-1**).

Map 1-1: Planning Areas



Planning Areas

Port St. Lucie

March, 2016

- Planning Areas
- Port St. Lucie City Limits
- County Boundary
- Parks and Preserves



1.3 Neighborhood Action Plan Format

The Neighborhood Planning Program consists of this first volume introducing the neighborhood planning process and followed by six additional volumes describing the Action Plan for the each of the six Planning Areas. Each volume is described below (see **Figure 1-1**).

Volume 1—Neighborhood Planning Program

This volume describes the purpose of neighborhood planning, background of Port St. Lucie and Planning Areas, planning process, public involvement and Action Plan themes; and establishing the Neighborhood Planning Program by first building organizations to begin implementing the Action Plans.

Volume 2 to 7—Neighborhood Action Plans (PA-1, 3, 4N, 4S, 6 and 7)

The volume for each Planning Area describes the area context, existing identity and aesthetics, vision and major plan goals, action plan, and prioritization/performance measures for each of the six Planning Areas.

Planning Area Context

This section includes a review of existing conditions within the Planning Areas and identifies issues and opportunities to be addressed in the Action Plan. Several different focus areas are examined, including demographics, land use, parks and recreation, and transportation facilities.

Existing Identity and Aesthetics

This section includes a review of unique recreational areas, architectural features, and urban design elements within the Planning Areas and an assessment of how these existing features might be integrated into the Action Plan.

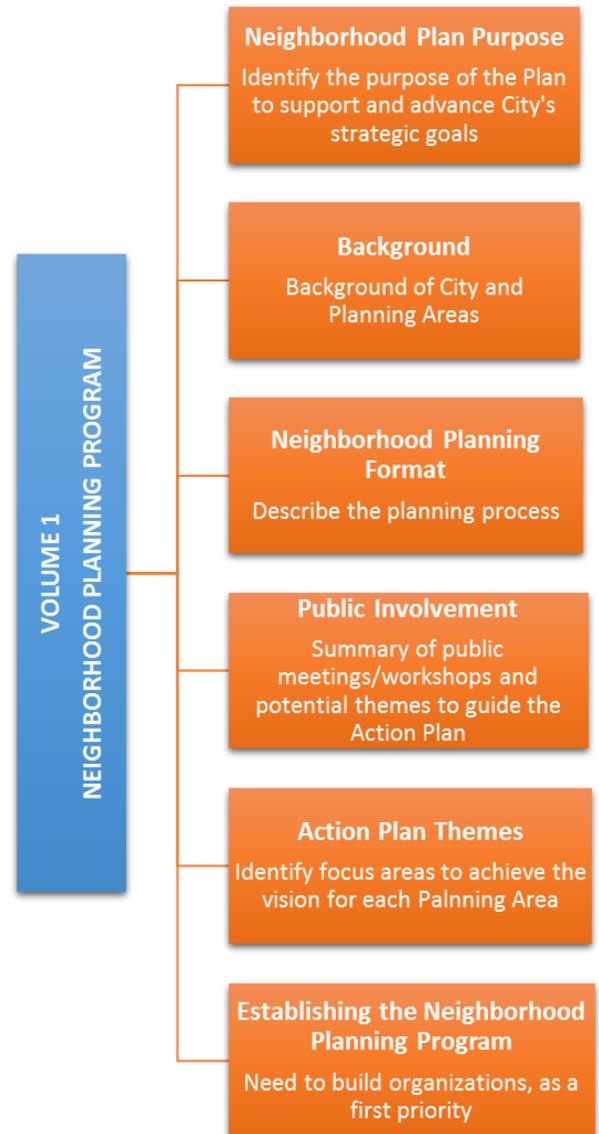
Public Involvement

This section summarizes the public input and the identified themes to guide the Action Plan with specific project/program recommendations .

Planning Area Vision

Using the results of the existing conditions assessment and the results of the public involvement process, a Planning Area vision was developed. This includes an overall vision statement and major plan goals identified to achieve the vision.

Figure 1-1: Neighborhood Action Plan Format



Action Plan

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focused themes of the Planning Areas.

Bayshore Business District Improvement Plan

This section includes focused recommendations for improving the Bayshore Business District, located in the western portion of PA-3. These recommendations include a framework for a future zoning overlay district to improve aesthetics and function within the area.

Becker Road Overlay District

This section includes focused recommendations for improving the Becker Road corridor in the southern portion of PA-4S. These recommendations include a framework for a future zoning overlay district to improve aesthetics and function within the corridor.

Prioritization/Performance Measures

This section includes recommended prioritization for projects identified in the Action Plan, as well as performance measures to allow the City to track key indicators related to community quality of life.

Figure 1-1: Neighborhood Action Plan Format (cont'd)





PUBLIC INVOLVEMENT

2.0 PUBLIC INVOLVEMENT

This section summarizes the public engagement/outreach activities held during the planning process. The intent of the public involvement process was to collect input on issues and opportunities related to key elements of each Planning Area to gain insight from residents, business owners, and other stakeholders on current conditions, potential opportunities, and an overall vision for the future.

Committed public participation is essential to any planning process, but particularly community planning. These Action Plans will be successful only through the ongoing commitment and dedication of the public to ensure implementation and maintain accountability. The public engagement process used to develop the Action Plans included one workshop and three focus group meetings (with older adults, youth, and the business community) focused on citywide issues and two workshops focused on the Planning Areas. Additional focus group meetings were held for the Bayshore Business District and Becker Road corridor to collect input and ideas for specific needs and improvements for PA-3 and 4S. Additionally, staff also attended several community events to hand out surveys and answer questions about the Neighborhood Planning Program (e.g. Italian Festival, Seafood Festival and St. Patrick's Day, etc.).

Each meeting was well-attended, and public notices were published in the local newspaper in accordance with the City of Port St. Lucie public noticing requirements, in *Leisure Time*, a publication of the City Parks and Recreation Department, and through email notifications. Additionally, the City posted banners for the workshops at major intersections, which proved to be an effective approach. Each event included display boards, a presentation, handouts, questionnaires, and open discussions based on observed opportunities and concerns. The results of each meeting were posted on the City's website and are generally summarized below.

It is important that the public involvement process informs the development of the plan as it will encourage residents, business owners, and other stakeholders to take ownership and participate in plan implementation.

2.1 Mayor's Community Conversation

The first event was a community conversation involving Mayor Gregory Oravec, Vice Mayor Linda Bartz, City of Port St. Lucie staff, and 34 community members to discuss the development of community vision and the project scope. The discussion explained how the Neighborhood Planning Program would cover 6 of the City's 15 Planning Areas and how it would be completed in two phases. This meeting included a community survey exercise to poll community members on what they currently thought about their city. Questions were asked in regard to what Planning Area the residents lived in, how they define where they live, and their opinions on solutions that would provide a sense of community for Port St. Lucie. Some of the key results from the survey included the following:

- A total of 65% of participants use street names to identify their neighborhood.
- Parks, open spaces, cultural/historical resources, and walking/biking trails were identified as the most important assets.
- A need for a sense of community/place and improved safety and walkability were identified as the biggest challenges.

Following the polling was an open discussion during which the group touched on challenges and potential solutions not listed in the community survey. Challenges included lack of community identity, lack of places to socialize and gather, and the need for more employment opportunities that would attract young families to live in the area. Other assets identified were the wildlife surrounding the canal and river, and accessible park areas that are underused; solutions included sidewalks to access the parks and signage to direct people to them.

2.2 Citywide Focus Groups

The City facilitated three focus group meetings with youth, older adults, and businesses to gain an understanding of issues and assets that are important aspects of the Planning Areas from community and stakeholder perspectives. The purpose of these group meetings was to solicit insights from citizens who live, work, and/or own businesses in Port St. Lucie. The meeting formats were informal, round-table discussions facilitated by Port St Lucie staff.

The Youth Focus Group included participants between the ages of 13 and 19, the majority born and raised in Port St. Lucie. Participants were asked to describe their community and list positive aspects, challenges, and the kind of activities they would like to enjoy. Through this discussion, it became clear that the participants have a unique understanding and perspective of what works and what does not within the community. Overall, they described themselves as mostly content with the city and what it has to offer; however, almost all stated that they would not stay to raise a family or return after college, citing many reasons, including the lack of activities from recreation to festivals and even a lack of food choices. Most wanted an urban lifestyle along with the possibility of traveling and seeing the world.

The Older Adult Focus Group included those who use the Council on Aging facility and included a discussion of a wide variety of topics including parks and recreation, transportation, and communication. There was a general sense within the group that there were limited parks and recreation spaces and, more importantly, not enough activities provided for older adults. However, transportation and the lack of options were the biggest focus of conversation during the meeting, particularly for those who cannot drive.

The Business Community Focus Group was asked to explain facets of operating a business within Port St. Lucie. Participants explained difficulties and challenges with running a business in the area, as well as assets that assist in promoting the city as a place to do business. Overall, attendees desired to work with the City to improve the business environment for both small and larger businesses. Some of the recommended improvements included updating the land development regulations to allow for increased flexibility in development standards and simplifying the permitting process. Business owners also noted the importance of improving marketing and creating a better image to recruit businesses.

2.3 Public Workshop #1

The purpose of Public Workshop#1 was to offer an opportunity for the project team to discuss the scope of the project and collect input on issues and opportunities related to key elements of the Action Plan. The workshops included a PowerPoint presentation of background information, a polling exercise, a mapping exercise, and a series of breakout session questions. A primary purpose of these workshops was to gain an understanding of the direction for branding, projects, and programs desired by the community and to determine direct assets and issues within the Planning Areas (see **Figure 2-1**).

Based on the mapping exercise and the breakout questions, a few key topics examined specific aspects of safety, sense of community and identity, parks and recreation, and better using the environmental assets within the area. In addition, some conversations were focused on building community capacity and improving accountability for implementation. Specific common themes included:

- Defining neighborhood sub-areas
- Creating community organizations and increasing capacity to organize residents and implement projects

Figure 2-1: Public Workshop #1 Photos



- Formalizing Community Planning within the City’s organizational structure
- Building community identity and a sense of place
- Improving connectivity and safety, particularly for bicyclists and pedestrians
- Developing an Activity Center as the focal point of community activities
- Improving existing parks/recreation facilities and developing new ones
- Integrating public art

The themes from Public Workshop #1 were used to develop specific project/program recommendations that were presented in Public Workshop #2.

2.4 Public Workshop #2

Building on the overall themes and specific recommendations generated in the first workshops, a plan structure and recommendations list were developed to present in Public Workshop # 2. The workshops were facilitated by Tindale Oliver and City staff and included a PowerPoint presentation and an open discussion about the recommendations being presented. The Public Works Department also presented some specific projects included in the current Capital Improvements Plan (CIP) that are consistent with the above themes. The feedback received during the workshops were used to develop the Community Vision and focused strategies contained within the Action Plans for each Planning Area.

2.5 Bayshore Business District Focus Group

A focus group was held that focused on improving the aesthetics and function of the Bayshore Business District, located in the western portion of PA-3 between Bayshore Boulevard and Macedo Boulevard. The purpose of this focus group was to discuss issues and opportunities with business and property owners for the purpose of developing a zoning overlay and improvement plan. The meeting included a short presentation by the Port St. Lucie Public Works Department on paving and drainage plans, an overview of the efforts of the Crosstown Business Park Association, and a presentation that included a dialogue with the community members present. The feedback received during the meeting were used to develop focused strategies contained in the Action Plan for PA-3.

2.6 Becker Road Focus Group

An additional focus group was held that focused on improving the aesthetics and function of the Becker Road Corridor, located along Becker Road from Interstate 95 to the west, properties within approximately ½ mile north of Becker Road, Florida’s Turnpike to the east, and C-23 canal to the south. The purpose was to discuss issues and opportunities with business and property owners for the purpose of developing a zoning overlay and improvement plan. The meeting included a short presentation and an open dialogue with the community members present relating to land uses, parcel sizing, infrastructure, connectivity, and transportation, and opportunities for new infrastructure and development. The feedback received during the meeting were used to develop focused strategies contained in Action Plan for PA-4S.

Figure 2-3: Public Workshop #2 Photos





ACTION PLAN THEMES

3.0 ACTION PLAN FOCUSED THEMES

Based on the common themes identified in **Section 2.0** of this document, six common Action Plan themes were identified to achieve the vision for each Planning Area. Specific projects, programs, and initiatives are contained within the Action Plans for each Planning Area.

3.1 Building Organizations

Improved cooperation can help facilitate an ongoing interaction between community representatives and the City, which can increase accountability and improve allocation of limited resources. The City would like to maintain and reinforce the Planning Area boundaries with policy and investment, and the Action Plans help accomplish that goal.

“Building organizations” speaks to the need to develop new organizations and committees at the local government and neighborhood levels while also building the capacity of existing organizations to implement the Action Plans (see **Figure 3-1**).

Successfully building organizations includes the following action steps:

1. Develop a Neighborhood Planning Division in the Planning Department
2. Establish a Planning Area Advisory Committees
3. Encourage creation of civic/neighborhood associations
4. Develop/formalize funding and project delivery for plan implementation
5. Create Planning Area websites

3.2 Building Identity

The Planning Area boundaries establish a geographical boundary for the Plan, but they do not create a cohesive identity for the residents and business owners that live, work, and play within the Planning Areas. Building community identity will take time, but the implementation of the programs and initiatives indicated in the Action Plans will help facilitate the process.

Effective branding will enhance the design and feel of improvement projects and future redevelopment activities and help achieve the City’s goals of having stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles (see **Figure 3-2**).

Figure 3-1: Examples of Organizations



*West Plaza Neighborhood Association,
Kansas City, KS*



*Jollyville Neighborhood Association,
Austin, TX*



*Castle View Homeowners Association,
Gloucester, MA*

Successfully building identity will require the following action steps:

1. Establish names for the sub-areas within the Planning Areas
2. Complete a branding process to identify sub-area logos and wayfinding design
3. Once the brand/logo concepts have been developed, identify key quick “victories” that can be implemented in the short term

Figure 3-2: Examples of Branding

Logos



(Source: City of Port St. Lucie, FL)



(Source: St. Lucie Chamber of Commerce)



Each Child, Every Day

(Source: St. Lucie Public Schools)

Banners



(Source: City of Winter Park, FL)



(Source: The Décor Plan)



(Source: Tex Visions)

Welcome Signs



El Cajon, CA (Source: Flickrriver)



Goodyear, AZ (Source: Hunt Design)



El Cajon, CA (Source: Hunt Design)

3.3 Creating Activity Centers

Activity Centers are locations with a mix of commercial, residential, and/or institutional uses that either currently serve or will serve as nodes of activity (see **Figure 3-3**). The purpose of identifying and encouraging the development of Activity Centers is to accomplish the following:

- Create a sense of place and community
- Encourage mixed-use/infill development
- Improve business environment and diversity to serve the community
- Provide a variety of housing options, where applicable
- Provide public open spaces and amenities
- Create safe and attractive streets for people

Successfully creating Activity Centers will require identifying existing assets and potential opportunities for each of the Planning Areas to determine the ideal locations to serve the neighborhoods.

Figure 3-3: Examples of Activity Centers



(Source: Investment Florida)



(Source: Bayshore Retirement)



(Source: Healthy Central Florida)



(Source: Augustine.com)

3.4 Enhancing Recreation and Leisure

The challenges for the Planning Areas are either lack of parks and recreational facilities, poor condition and amenities or undeveloped parks (see **Figure 3-4**). There are many publicly-owned properties which present opportunities for creating new parks and recreational spaces that the City should take advantage of these opportunities to address the shortage of parks within the Planning Areas.

Successfully enhancing recreation and leisure will require the following action steps:

1. Implement proposed parks/recreation projects identified in the Capital Improvements Plan
2. Implement blueways along the canals
3. Complete a Parks and Recreation Master Plan
4. Identify opportunities to create community gardens

Figure 3-4: Existing Parks and Recreational Facilities

PA-3



C-24 Canal Park
(Source: City of Port St. Lucie, FL)

PA-4N



Turtle Run Park
(Source: Florida Communities Trust)



Whispering Pines Park
(Source: City of port St. Lucie, FL)

PA-4S



O.L. Peacock Park
(Source: City of Port St. Lucie, FL)



Publicly-Owned Property - Potential Park

3.5 Building a Healthy Community

The Neighborhood Planning Program will provide an ongoing platform and organizational structure that will create opportunities to work closely with other partner organizations on joint projects and educational initiatives to improve the community. One of these initiatives, Healthy St. Lucie, is a great example of how the City can connect neighborhood planning to improving health and well-being. This initiative, which is operated by the Florida Department of Health and includes a number of local partners agencies, is focused on education to encourage local residents to lead more healthy and active lives.

Many of the themes and projects within the Neighborhood Action Plans are focused on improving facilities that encourage activity (e.g. facilities for biking, walking, recreation, etc.), and the City should work with initiatives like Healthy St. Lucie to educate about how these types of projects can not only build community but improve community health.

3.6 Connecting Multimodal Transportation

Although the predominant form of transportation in Port St. Lucie is the car, other alternatives include walking, biking, and transit. A better-connected transportation system will increase the versatility of alternative modes of transportation to improve the connectivity between different parts of the Planning Areas provide safe and comfortable access to schools, outdoor recreational facilities, and destinations. The City recognizes the need for a multimodal transportation system to improve connectivity (see **Figure3-5**).

Successfully connecting multimodal transportation will require the following action steps:

- Implement Complete Streets
- Improve pedestrian connectivity (sidewalks, multi-purpose trails)
- Enhance bicycle corridors and facilities (bike lanes, multi-purpose trails, parking)
- Provide viable transit service for local residents



(Source: St. Lucie County)



(Source: COASL)



(Source: Association of Oregon Redevelopment Agencies)



(Source: Viera Realty, Inc.)



(Source: Florida Hikes)



(Source: SunSentinel)

3.7 Integrating Arts and Culture

The City of Port St. Lucie recognizes the importance of art as an integral element to enhance the quality of the visual environment, both natural and built, and, in so doing, add the quality of life and raise the level of citizen awareness of aesthetic experiences in their everyday lives. In April 2013, the City Council adopted Ordinance 13-18 to create Chapter 162, Art in Public Places in the Land Development Regulations (LDR).

Public art will add visual and cultural identity to the Planning Areas and its neighborhoods, creating a unique sense of place and distinction, enjoyment, and pride for local residents and visitors. The goal is to create a stimulating environment that reflects and enhances the heritage, diversity and character through public artworks integrated in the architecture, infrastructure, and landscape and to celebrate the community's cultural expression and heritage.

Cities are cultural destinations, providers of exemplary quality of life, networks for new ideas, centers of economic vitality, and magnets for new residents. Planning culturally describes a commitment to realize the impacts of culture as indispensable tools for achieving broad civic objectives.

Successfully integrating arts and culture will require the following action steps.

- Public art opportunities:
 - Gateways/streetscapes/wayfinding signs
 - Transit facilities
 - Public/private venues
 - Parks and recreation facilities/trailheads/ multi-purpose trails
 - Stormwater facilities
 - Portable street art
- Cultural opportunities:
 - Partnerships with local cultural/festival organizations
 - Cultural activities at public venues (Community Center, Library, parks)
 - Youth art conferences
 - Older adult outreach
 - Cultural spaces (vacant/underused properties/ storefronts)

Figure 6-17: Examples of Public Art



(Source: Public Art Network)



(Source: Isadora Art and Photography)



(Source: Port Saint Lucie Sons of Italy)



(Source: Youth Arts Group)





ESTABLISHING THE NEIGHBORHOOD PLANNING PROGRAM

4.0 ESTABLISHING THE NEIGHBORHOOD PLANNING PROGRAM

As identified in the workshop themes, a key first step is building organizations by formalizing a Neighborhood Planning Division within the City's organizational structure, and creating community organizations and increasing capacity to organize residents and implement projects. The following steps are required to support the theme of building organizations.

1. Develop a Neighborhood Planning Division in the Planning Department

Implementation of the Action Plans will require a concerted long-term effort by the City, and the current structure of the Planning and Zoning Department currently does not have the staff and resources needed to maintain the neighborhood planning efforts. It is recommended that the City plan and budget for the creation of a Neighborhood Planning Division that will be responsible primarily for implementation of the Action Plans and providing technical assistance for civic/neighborhood associations.

- Staff Responsibilities
 - Act as liaison between the civic/neighborhood associations/Planning Area Advisory Committee (PAAC) representatives and other City departments
 - Coordinate with Departments in preparation for quarterly meetings
 - Organize quarterly meetings with PAAC and annual prioritization meetings
 - Facilitate the development of civic/neighborhood associations and provide technical assistance
 - Maintain a website for the overall Community Planning Division that can be used to notify the public of upcoming meetings and ongoing initiatives within the Planning Area
 - Update Neighborhood Action Plans

2. Establish a Planning Area Advisory Committees (PAAC)

The PAAC is a volunteer committee that will act as the liaison between the residents and the City, as follows:

- Two representatives will be selected from each sub-area of the Planning Areas in which there are existing community organizations, representatives should be selected from their ranks
- One at-large member selected by the staff/City Manager
- PAAC will meet quarterly
- City departments and special districts will report to the PAAC at their quarterly meeting on issues and initiatives within each Planning Area; these departments should include the following:
 - Planning
 - Fire
 - Police
 - Code Compliance
 - Parks and Recreation
 - Public Works/Keep Port St. Lucie Beautiful

- PAAC will prioritize initiatives/projects within each Planning Area; the PAAC will meet once a year to workshop priorities from the Community Plan with City staff.
- An assessment process will be developed for residents and stakeholders to make specific requests:
 - Community meetings
 - Petitions/request forms
 - Select target areas based on requests

3. Encourage creation of civic/neighborhood associations

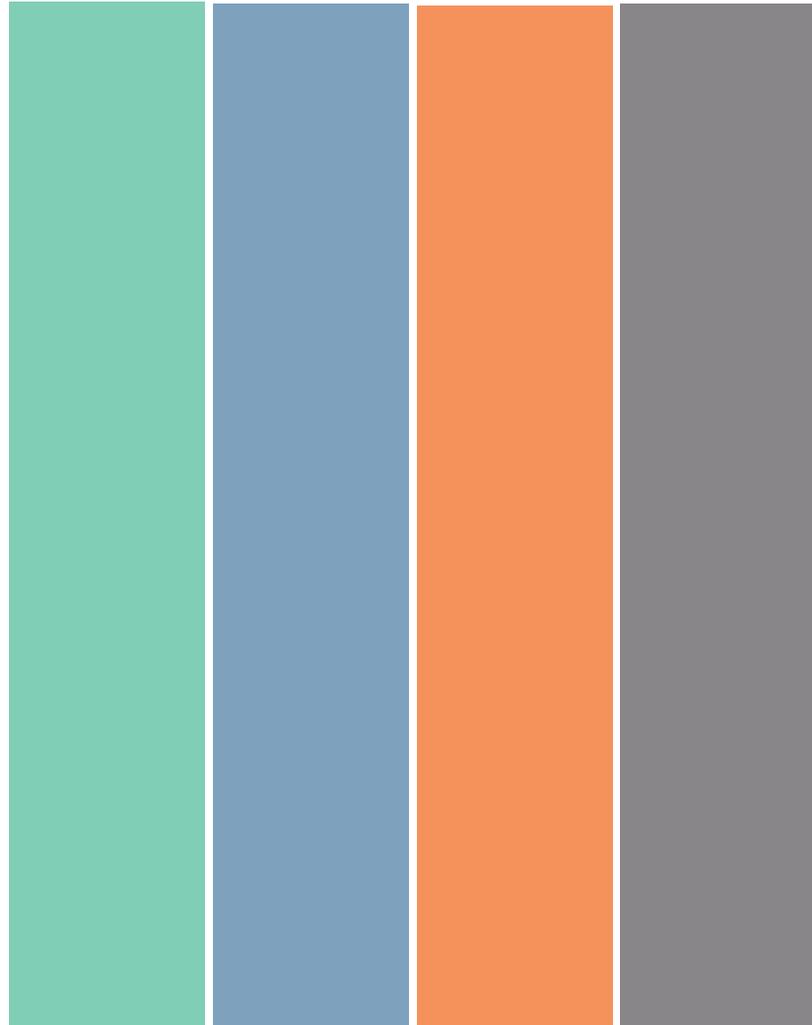
- Each sub-area should be encouraged to create a civic/neighborhood association with membership dues, a Board of Directors, and regular meetings; their establishment would not be a requirement, but would be encouraged by the City.
- The City will develop a “how to” guide that addresses, at a minimum, the following:
 - Roles and responsibilities of members and leadership
 - Establishing and maintaining a Board of Directors
 - Operating meetings (Board and General Membership)
 - Rules, regulations, required reporting

4. Develop/formalize funding mechanisms for plan implementation

- In addition to the prioritization of existing funds based on PAAC input/direction, the City should consider developing additional funding sources for plan implementation. These could include the following:
 - Development of a neighborhood grant program for small projects implemented by civic/neighborhood associations
 - Use of available Solid Waste Funding to begin plan implementation
 - Civic/neighborhood association membership fees and fundraising efforts to support organization efforts
- The City should also collaborate with other agencies and organizations to identify potential grants and other funding opportunities
- The Neighborhood Planning Division should coordinate with Public Works to ensure that Action Plan priorities are recognized in the Capital Improvements Plan

5. Create a Planning Area Website

- The PAAC will have a website maintained by the Neighborhood Planning Division
- Each sub-area civic/neighborhood association will be encouraged to develop a website with a link to the City’s website



CITY OF PORT ST. LUCIE

PLANNING AREA 3 NEIGHBORHOOD ACTION PLAN

DRAFT MARCH 2016



Tindale
 **Oliver**
design

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APPENDIX A. Public Involvement Summaries



INTRODUCTION

1.0 INTRODUCTION

1.1 Neighborhood Action Plan Purpose

The City of Port St. Lucie's intent is to develop a Neighborhood Action Plan (Action Plan) for each of the six Planning Areas (PA-1, 3, 4N, 4S, 6 and 7) that make up many of the older portions of the City that are not master-planned communities. This Action Plan helps to guide City policy, physical change, and decision-making in Planning Area 3 (PA-3) over the next 10–15 years to achieve an agreed vision for the future, and to support and advance the City's strategic goals of having *stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles*. PA-3 is generally bounded by Archer Avenue to the north, St. Lucie River to the east, C-24 canal to the south, and Florida's Turnpike to the west. It includes 5,686.29 acres or almost 8.88 square miles (see **Maps 1-1** and **1-2**).

The fundamental first step to establish a Neighborhood Planning Program is building organizations by formalizing a Neighborhood Planning Division and creating neighborhood organizations as described in Volume 1 -Neighborhood Planning Program. By having a Planning Area Advisory Committee (PAAC) and encouraging the development of civic/neighborhood associations for each sub-area, interaction between the City and local residents will be improved which will help implement a detailed work plan with projects, programs, and initiatives designed to achieve the vision.

1.2 Action Plan Format

The Action Plan for PA-3 consists of this introduction and seven additional sections, as shown in **Figure 1-1**. Each section is described below.

Planning Area Context

This section includes a review of existing conditions within PA-3 and identifies issues and opportunities to be addressed in the Action Plan. Several different focus areas are examined, including demographics, land use, parks and recreation, and transportation facilities.

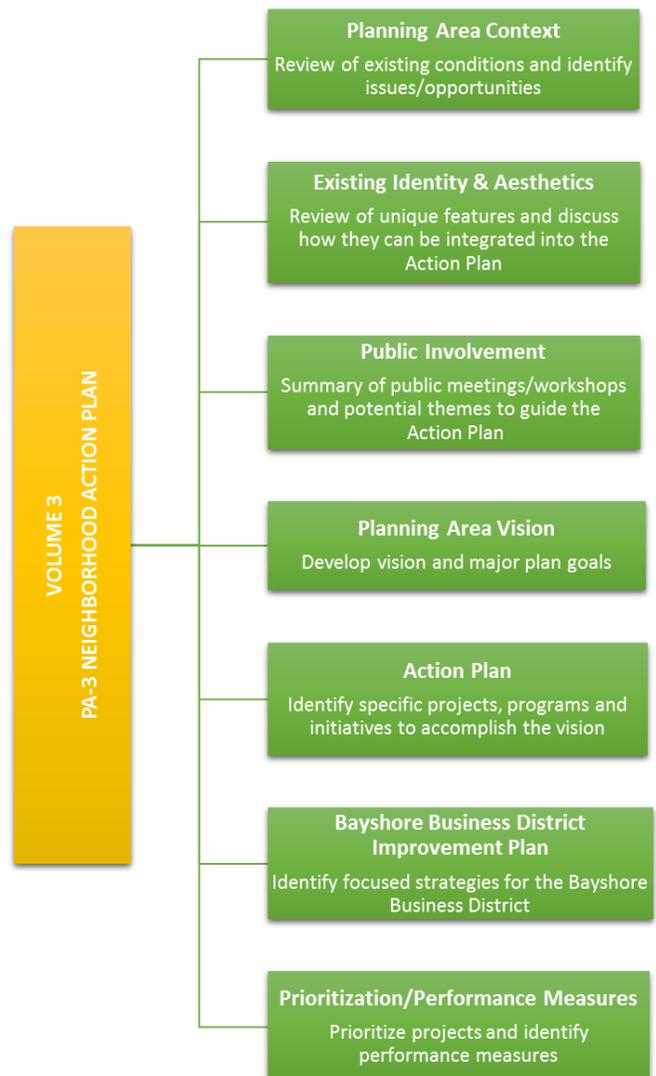
Existing Identity and Aesthetics

This section includes a review of unique recreational areas, architectural features, and urban design elements within PA-3 and an assessment of how these existing features might be integrated into the Action Plan.

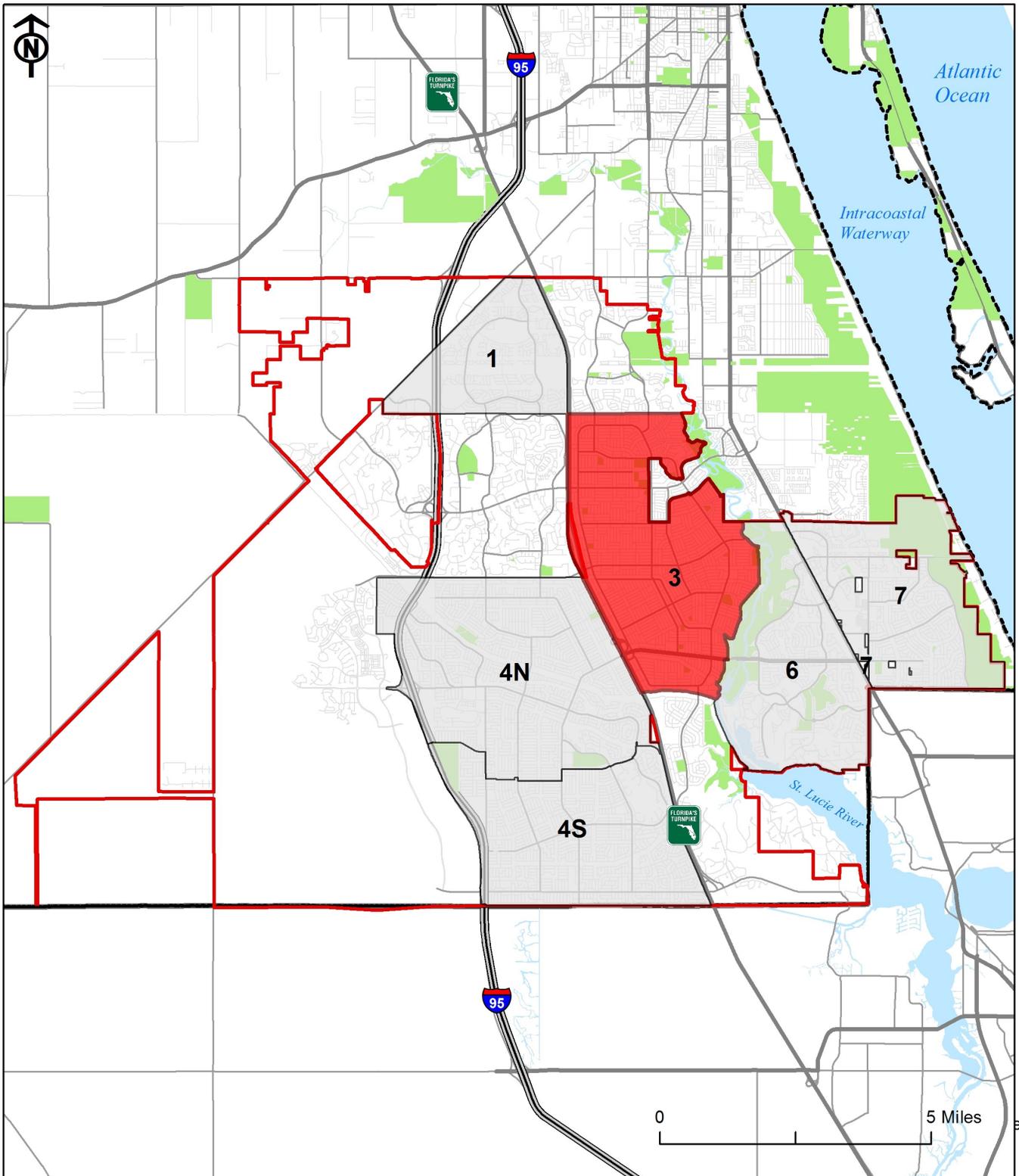
Public Involvement

This section summarizes the public input and the identified themes to guide the Action Plan for PA-3.

Figure 1-1: Action Plan Format



Map 1-1: Planning Areas



Planning Area 3

Study Area

January 2016

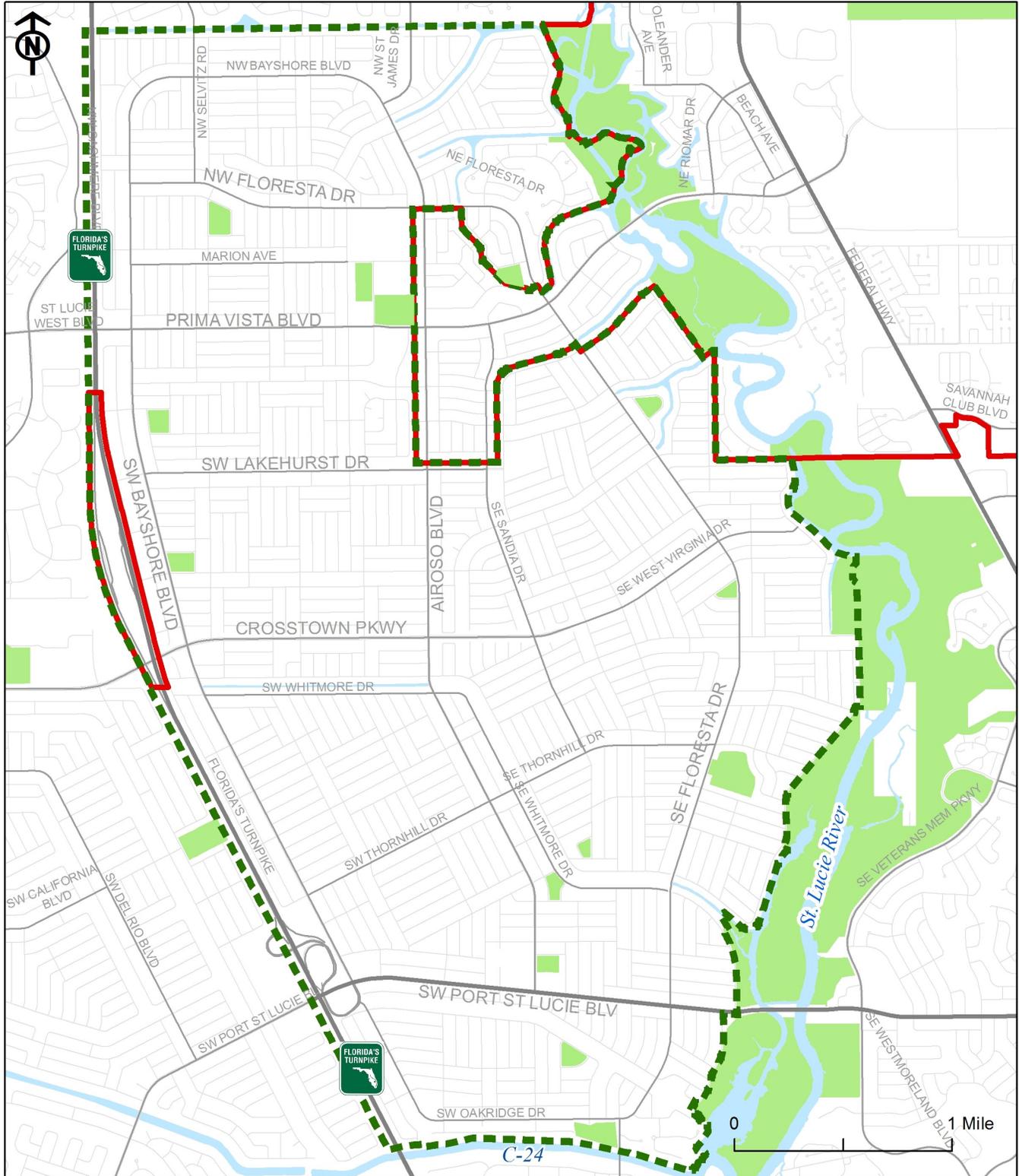
Planning Areas

- Additional Planning Areas
- Planning Area 3

- Port St. Lucie City Limits
- County Boundary
- Parks and Preserves



Map 1-2: PA-3 Study Area



Planning Area 3

Study Area

February, 2016

- Parks
- Planning Area Boundary
- Port St. Lucie City Limits



Planning Area Vision

Using the results of the existing conditions assessment and the results of the public involvement process, a Planning Area vision was developed. This includes an overall vision statement and major plan goals identified to achieve the vision.

Action Plan

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focus areas of the Plan.

Bayshore Business District Improvement Plan

This section includes focused recommendations for improving the Bayshore Business District, located in the western portion of PA-3. These recommendations include a framework for a future zoning overlay district to improve aesthetics and function within the area.

Prioritization/Performance Measures

This section includes recommended prioritization for projects identified in the Action Plan as well as performance measures to allow the City to track key indicators related to community quality of life.





PLANNING AREA CONTEXT

2.0 PLANNING AREA CONTEXT

The Planning Area Context includes a review of existing planning and policy documents and a fieldwork assessment to reach a reasonable understanding of the existing development pattern, activity, issues, and opportunities within PA-3. This information serves as the framework for understanding PA-3 and developing its future direction.

2.1 Demographics and Socioeconomics

The total population of PA-3 is 38,809 and the projected population for 2040 is 45,662, an increase of 18%. Citywide, the median age is 40 years, the median household income is \$48,962, and 16% of the population is below the poverty level. The average household size is fairly large, at 2.8 persons per household (see **Figure 2-1** for a comparison), and the population under age 20 makes up an estimated 27% of the total population (see **Table 2-1**). These figures describe a city with a significant youth/family population, which affects the types of projects/programming desired.

At 8,057 acres or 12.6 square miles, PA-3 is large in area; with 38,809 residents, it makes up approximately 10% of the total land area of Port St. Lucie and 22% of its population. This makes it the most populous Planning Area within Port St. Lucie. In fact, as shown in **Table 2-2**, PA-3 is comparable in size and population to many small cities, including some in the region.

In addition to population trends, Census household data from the American Community Survey (ACS) was reviewed for Port St. Lucie, Stuart, Jupiter, Fort Pierce, St. Lucie County, and Florida as a whole. As shown in **Figures 2-1, 2-2, and 2-3**, Port St. Lucie has the largest household size, the highest homeownership rate, and the lowest percentage of multi-family housing.

2.1.1 Issues and Opportunities

The demographics of PA-3, as summarized in **Tables 2-1 and 2-2** and **Figures 2-1, 2-2, and 2-3**, present issues and opportunities for its growth and development. The projected population growth of 18% by 2040 will require additional housing, which will increase single-family housing, and potentially create an opportunity for some new multi-family housing (townhomes, apartments, condos, etc.) as well. As shown in **Figure 2-3**, Port St.

Table 2-1: PA-3 Demographics

Demographics	PA-3
Population	
2013 Estimate	38,809
2040 Projection	45,662
Change	17.66%
Age (2013 Estimate)	
Under 20	10,661
20–34	6,621
35–59	13,368
60 and over	8,621
Median Age (citywide)	39.7
Households (2013 Census)	
Average Household Size	2.80
Median Household Income (citywide)	\$48,962
Below Poverty (citywide)	16.1%

Source: 2040 Long Range Transportation Plan (LRTP) data and US Census

Table 2-2: Scale of PA-3 to Other Nearby Cities

Demographics	PA-3
Planning Area 3	
Population	38,809
Land Area (square miles)	12.6
Jupiter, Florida	
Population	60,681
Land Area (square miles)	21.47
Fort Pierce, Florida	
Population	43,601
Land Area (square miles)	20.57
Stuart, Florida	
Population	16,197
Land Area (square miles)	6.65

Source: US Census

Lucie has a very low percentage of multi-family units, and the projected population growth may create an opportunity to increase these units in strategic locations.

The population growth combined with a mix of housing types could provide the opportunity for some ancillary commercial and office uses. In order to maximize the impact from this expected growth redevelopment should be encouraged that provides opportunities for a mix of housing types (apartments, townhomes, etc.) in close proximity to office/commercial uses. Additionally, policy changes and infrastructure investments should be made to protect/strengthen the existing light industrial employment areas.

Finally, the high homeownership rate for Port St. Lucie, shown in **Figure 2-2**, demonstrates the stability of the existing population. This has the potential to increase the likelihood of successful plan implementation since a stable population is more likely to invest in change.

2.2 Land Use

Port St. Lucie's existing land use, future land use, zoning, and parks and recreation facilities were reviewed to reach a reasonable understanding of the pattern of development activity within PA-3, assess whether neighboring uses are compatible with each other, and determine whether certain uses appear to be deterring development activity.

2.2.1 Existing Land Use

The existing land uses within PA-3 are largely single-family residential with the majority of commercial and office uses concentrated along Port St. Lucie Boulevard and Prima Vista Boulevard and light industrial/service commercial uses along Bayshore Boulevard, Biltmore Street, and South Macedo Boulevard, most of which are active. PA-3 also contains several publicly-owned sites, including the Port St. Lucie Municipal Complex, Port St. Lucie Community Center, Prineville Reverse Osmosis Water Treatment Plant, several active and passive parks, and several institutional uses, such as churches and school facilities (see **Figures 2-4 to 2-6**). There are numerous vacant properties along Prima Vista Boulevard, West Virginia Drive, and within the residential neighborhoods (see **Map 2-1**).

2.2.2 Future Land Use

The predominant future land use in PA-3 is Low Density Residential, which allows for the continued development of single-family homes. Outside of the areas designated for continued single-family development,

Figure 2-1: Household Size Comparison

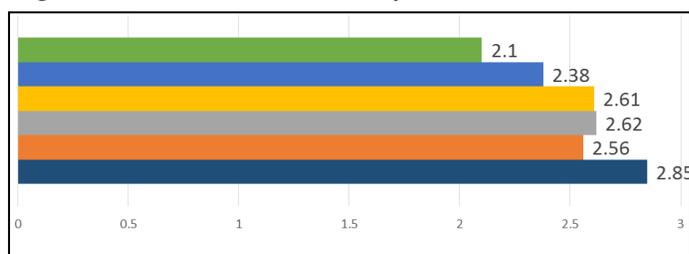


Figure 2-2: Homeownership Rate

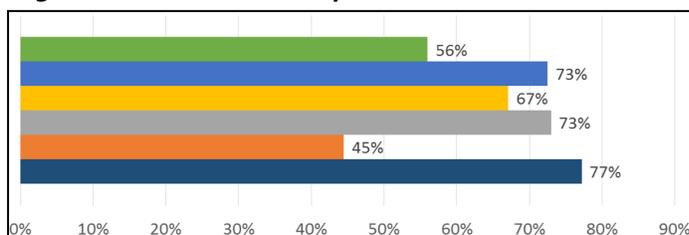
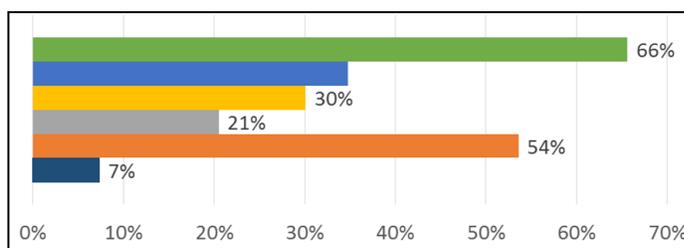
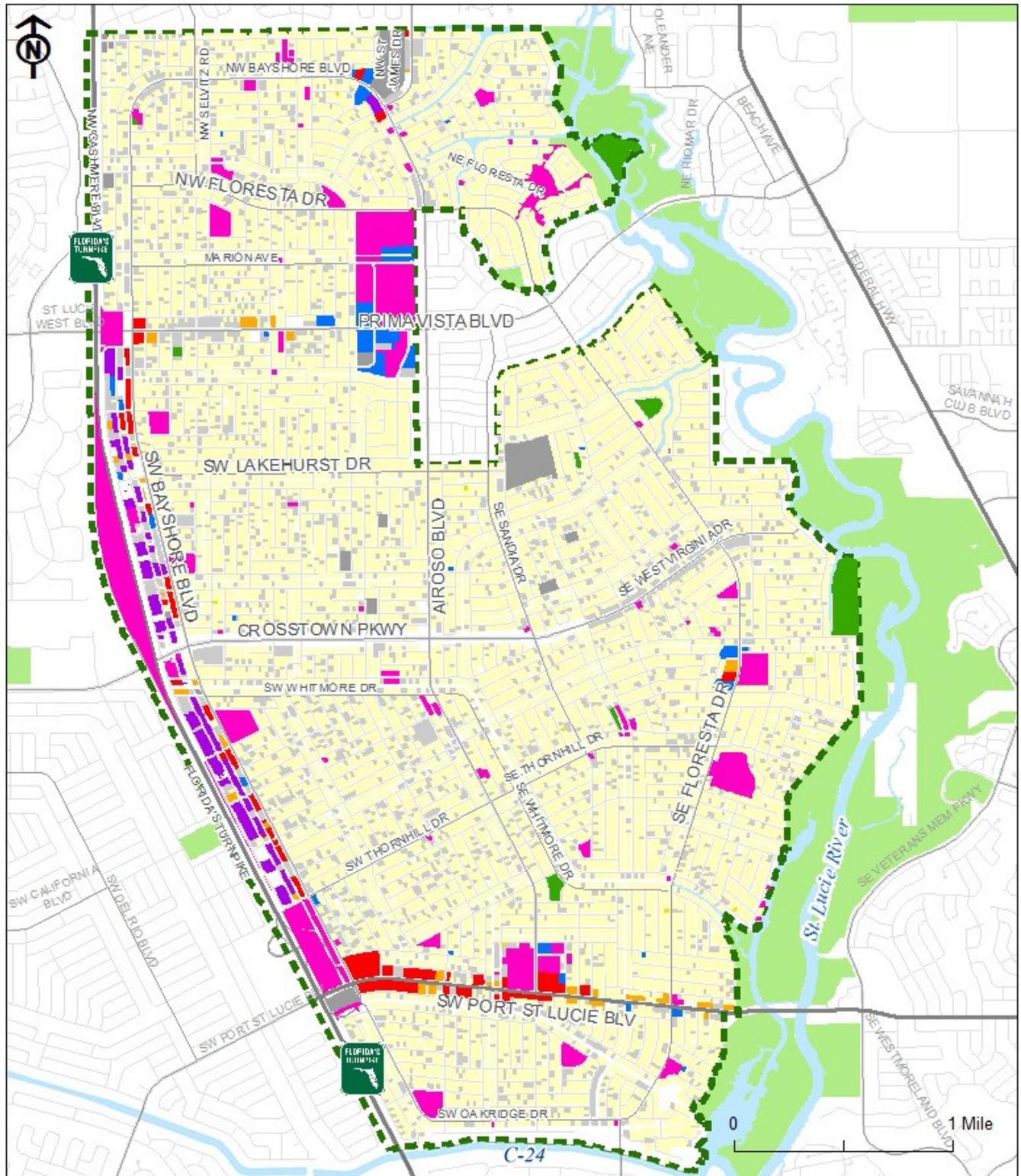


Figure 2-3: Percentage of Multi-Family Housing



Map 2-1: Existing Land Use within PA-3



Planning Area 3

Existing Land Use

- Vacant
- Single Family
- Multi Family
- Commerical
- Office
- Industrial
- Institutional
- Parks and Open Space
- Governmental
- Utility

 Planning Area Boundary



February, 2016

there are areas designated for commercial, office, and mixed-use development. These areas include the major corridors including Port St. Lucie Boulevard, Prima Vista Boulevard, and the area between Bayshore Boulevard and Macedo Boulevard. The future land use categories along Port St. Lucie Boulevard include Institutional, Residential Office & Institutional, and General Commercial, which allow for the continued intensification of commercial and mixed-uses. Prima Vista Boulevard is designated primarily as Residential Office & Institutional, which supports continued mixed-use development. The area located between Bayshore Boulevard and Macedo Boulevard is designated as Light Industrial/Service Commercial, which allows for the continued development for light industrial, warehouse, and retail uses (see **Map 2-2**).

2.2.3 Zoning Designations

The existing zoning within PA-3 includes a variety of classifications (see **Map 2-3**) but the majority of the area is zoned for Single-Family Residential. There is some Commercial zoning adjacent to single-family homes, particularly along Bayshore Boulevard, where the commercial uses act as a buffer from the industrial, warehouse, and service commercial zonings adjacent to Florida's Turnpike and along Port St. Lucie Boulevard.

There is some Limited Mixed-Use zoning along Port St. Lucie Boulevard and Prima Vista Boulevard, which allows for the conversion of single-family residential lots to multi-family, institutional, professional/business office, or limited retail uses.

The Institutional zoning allows for public utility facilities. The Prineville Reverse Osmosis Water Treatment Plant is located in the middle of a single-family residential neighborhood within PA-3.

2.2.4 Parks and Recreation

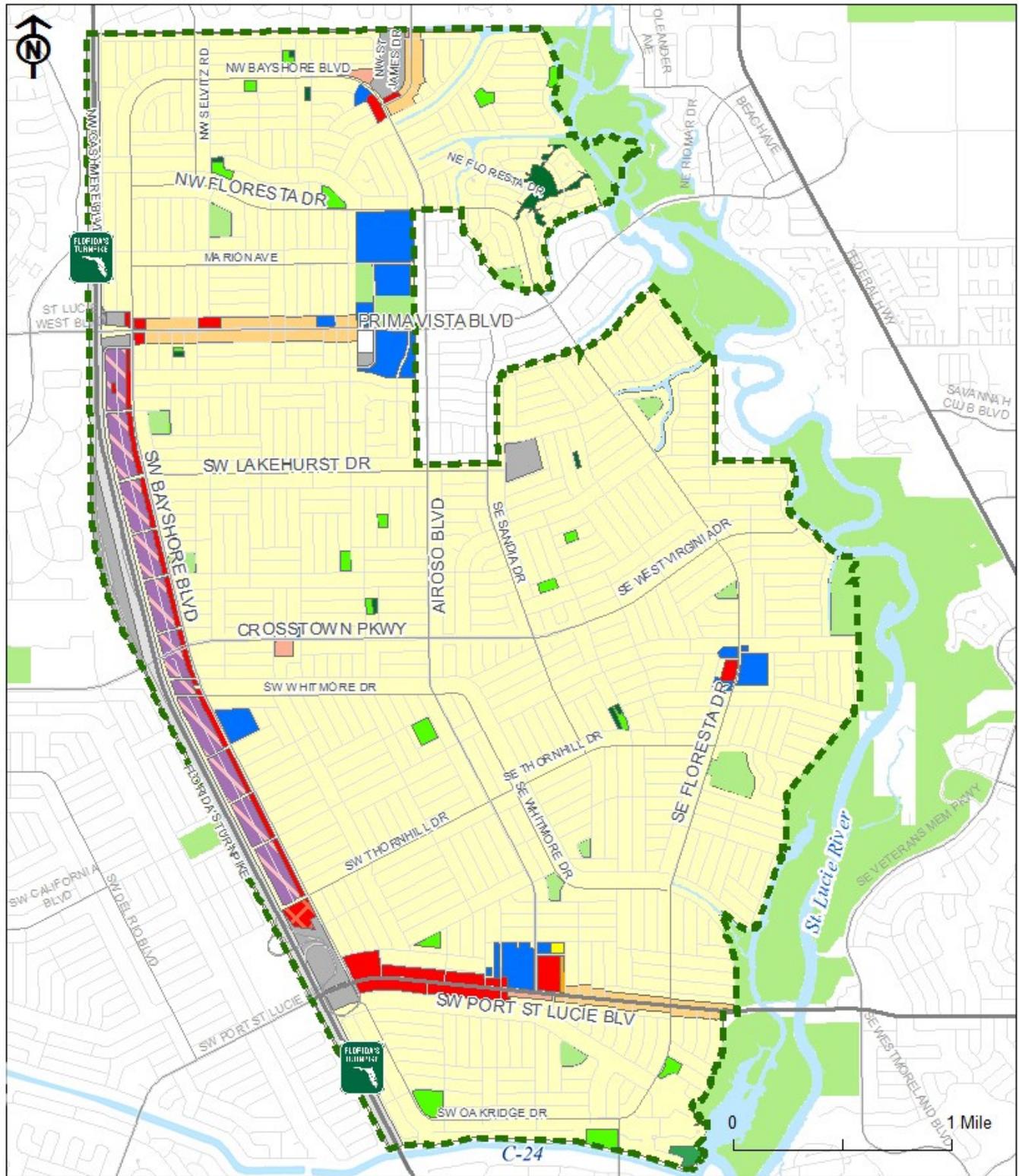
Port St. Lucie boasts almost 40 unique parks and recreational facilities consisting of approximately 828.32 acres (citywide), including, but not limited to, natural reserves, parks and playgrounds, parkways, open spaces, waterways, and other recreational facilities.

PA-3 consists of 13 park and recreational facilities, containing approximately 90 acres (see **Map 2-4** and **Figure 2-5**). Park areas within PA-3 vary greatly in size and function. Sportsmans Park is the largest park and contains a variety of amenities. C-

Figure 2-4: Existing Land Uses



Map 2-2: Future Land Use within PA-3



Planning Area 3

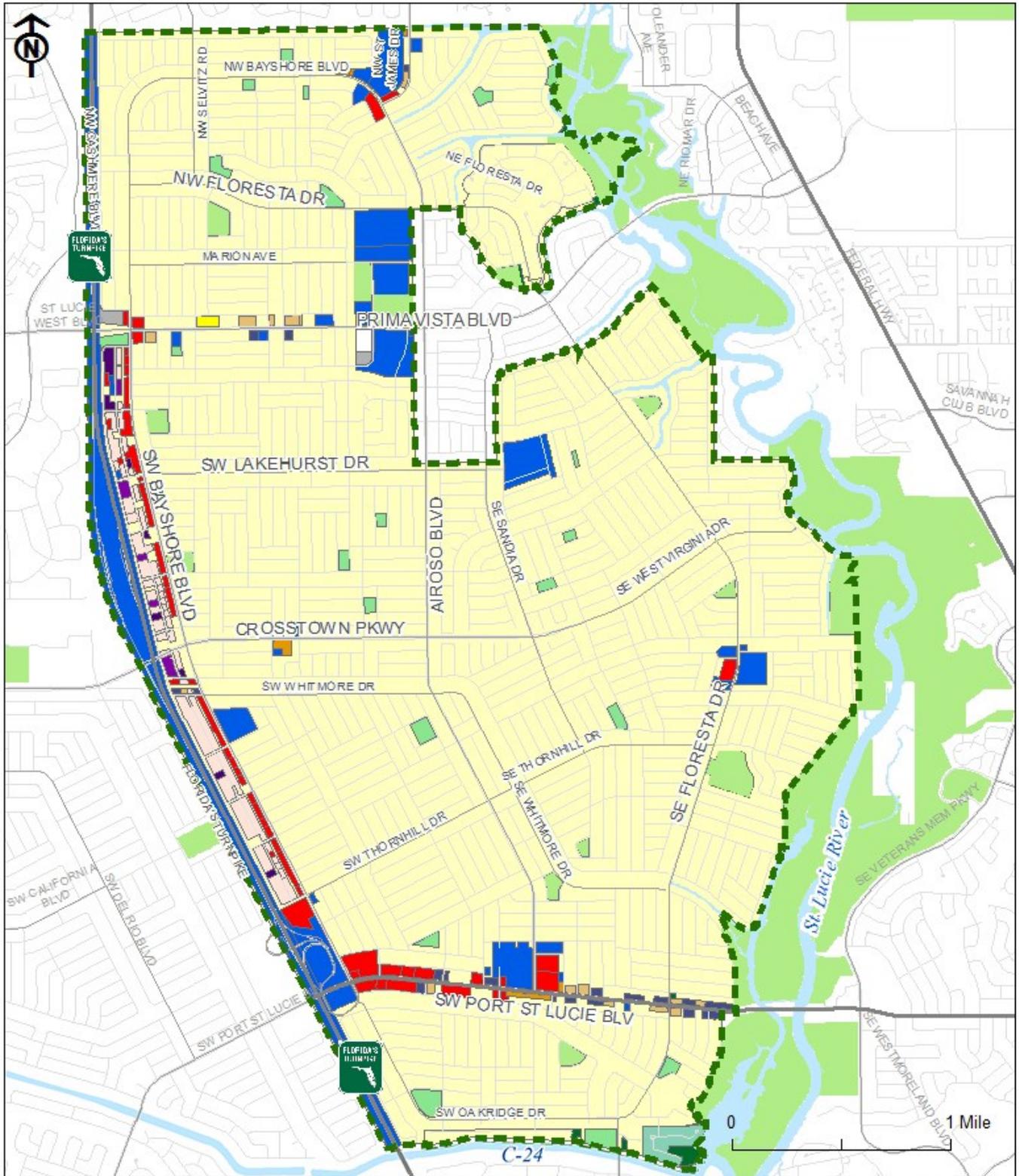
Future Land Use

February, 2016

- | | | |
|-------------------------------------|-------------------------------------|--------------------------|
| General Commercial | Highway | Open Space - Recreation |
| General Commercial/Highway | Institutional | High Density Residential |
| Limited Commercial | Light Industrial/Service Commercial | Low Density Residential |
| Mixed Use | Open Space - Conservation | Utility/Light Industrial |
| Residential, Office & Institutional | Open Space - Preservation | Utility |



Map 2-3: Zoning Designations within PA-3



Planning Area 3

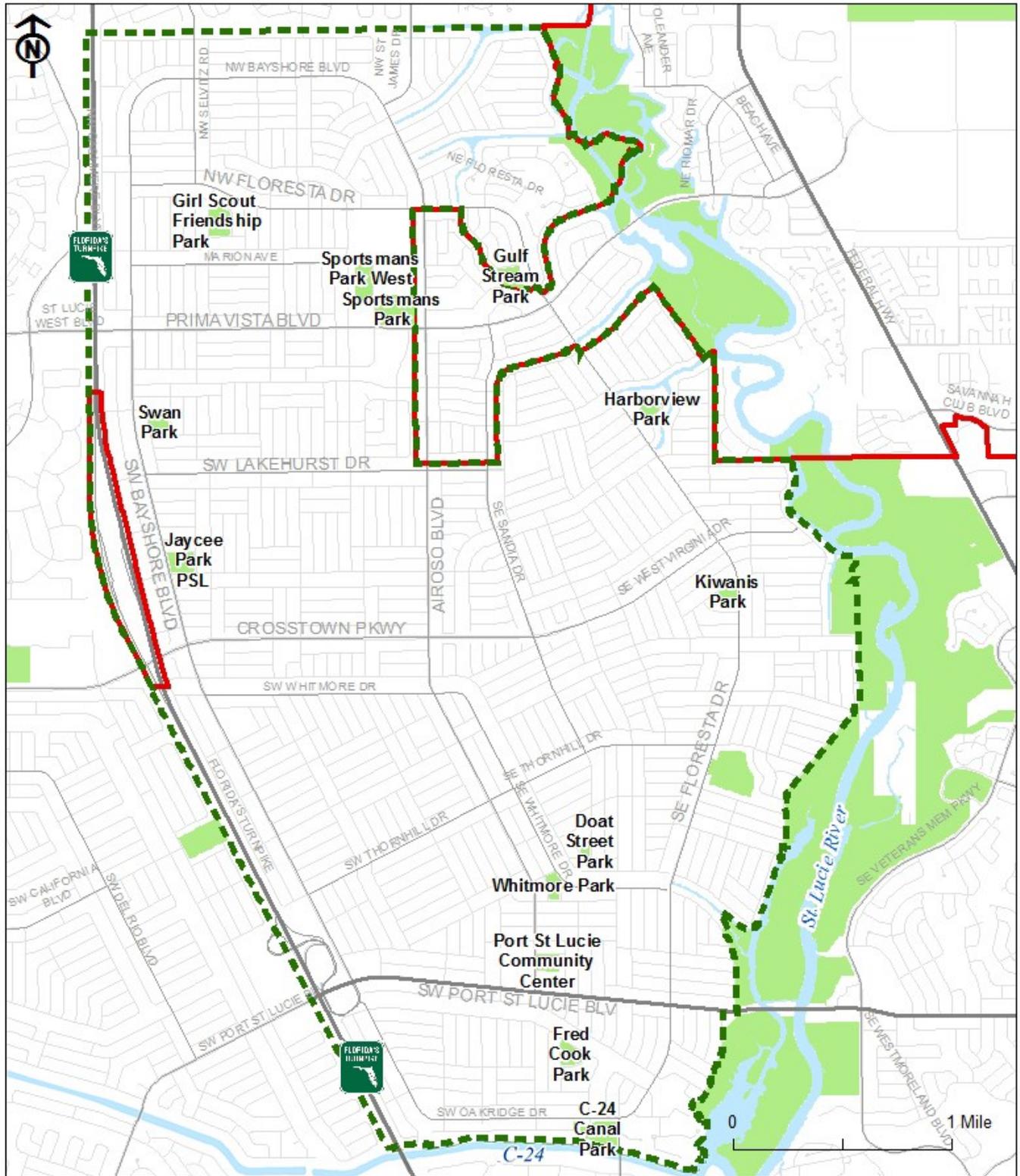
Zoning

February, 2016

Zoning					
	Estate Residential		Limited Mixed Use		Service Commercial
	General Commercial		Neighborhood Commercial		Single-Family Residential
	General Use		Open Space - Conservation		SLC Industrial
	Industrial		Open Space - Recreational		Utility
	Institutional		Planned Unit Development		Warehouse Industrial
			Professional		



Map 2-4: City Parks within PA-3



Planning Area 3

Existing Parks

February, 2016

- Parks
- Planning Area Boundary
- Port St. Lucie City Limits



24 Canal Park provides boat access to the canal. Most other parks contain small playground areas (e.g., Girl Scout Friendship Park and Kiwanis Park), and others contain minimal amenities (e.g., Harborview Park and Doat Street Park). Many of the parks do not have signage or lighting and/or lack pedestrian access.

2.2.5 Issues and Opportunities

PA-3 is dominated by single-family homes with limited multi-family residences. Providing a variety of multi-family housing types, such as townhouses, apartment complexes, and residential mixed-use developments, would help create affordability and diversity and a transitional/buffer between non-residential uses and single-family homes.

Most commercial and office uses are located along Port St. Lucie Boulevard, Bayshore Boulevard, Prima Vista Boulevard, and St. James Drive. These corridors are filled largely with strip commercial-type developments but have the potential to evolve into mixed-use corridors and provide more neighborhood services (i.e., grocery stores, personal services, restaurants, etc.). There also is the potential for the development of an Activity Center (see **Section 6.2**) at the intersection of Port St. Lucie Boulevard and Airoso Boulevard, which would integrate the Municipal complex and the Community Center with public parks and commercial/mixed-use developments. With incremental improvements by both the public and private sectors, this area could become a future neighborhood focal point for PA -3.

There are numerous City-owned undeveloped open spaces within PA-3 that could provide ample recreational and community facilities, natural areas, and cultural events for the local residents and to attract visitors. These properties present opportunities to create new parks and recreational spaces within PA-3. However, the City will need to balance the needs of existing parks facilities with the desire to create new park spaces throughout the area.

Figure 2-5: City Parks and Facilities



Sportsman's Park (Source: World News, Wn.com)



Community Center (Source: TCPalm.com)



Kiwanis Park (Source: dadthemom.com)



C-24 Canal Park (Source: City of Port St. Lucie, FL)



Harborview Park (Source: City of Port St. Lucie, FL)

Figure 2-6: PA-3 Character Images



Port St. Lucie Municipal Complex (Source: Palm.com)



Port St. Lucie Community Center (Source: TCPalm.com)



Transit Depot (Source: The Treasure Coast Observer)



*St. James the Apostle Orthodox Church
Source: Orthodox Church in America)*



Bayshore Business District



Vacant property - Parish Terrace and Taurus Lane

2.3 Transportation

Port St. Lucie's existing transportation system in terms of roadways, sidewalks, bicycle lanes, and public transit was reviewed to reach a reasonable understanding of the vehicular, pedestrian and bicycle networks within PA-3, and to plan for complete streets creating safe, efficient and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users.

2.3.1 Roadways

The existing roadways within PA-3 consist of 2-, 4-, and 6-lane divided arterial corridors, and 2-lane undivided collector corridors (see **Map 2-5** and **Figure 2-7**). Several roadways currently operate below their acceptable Level of Service (LOS) threshold during the peak hour within PA-3, such as Bayshore Boulevard, Floresta Drive, Port St. Lucie Boulevard, and Prima Vista Boulevard.

As new development occurs within PA-3, the roadway network must be able to accommodate the additional vehicle trips. Therefore, additional roadway capacity will need to be constructed to serve the residents and connect to I-95 and other parts of Port St. Lucie. Several new roadways, expansions and extensions of existing roadways have been identified in the 2040 Long Range Transportation Plan (LRTP). Lanes were added to the roadways where forecast volumes exceeded the roadway LOS capacity threshold. The new roadway network will provide improved access throughout PA-3 (see **Map 2-5**).

2.3.2 Sidewalks

The City of Port St. Lucie has been very active in improving pedestrian safety by installing public sidewalks. The City has implemented a sidewalk program and developed a process for reviewing and prioritizing sidewalk locations for construction. Ultimately, the priority locations are approved by the City Council and constructed as funding permits. The City currently requires that pedestrian accommodations be incorporated into all development projects and urban roadway projects (see **Figure 2-8**).

The St. Lucie Transportation Planning Organization (TPO) completed the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan in 2008. The Master Plan identified improvements primarily of proposed sidewalks and bike lanes along arterials, proposed greenways and recreational trails, multipurpose trails, and canal trails.

Figure 2-7: Existing Roadways



Port St. Lucie Boulevard



Biltmore Street

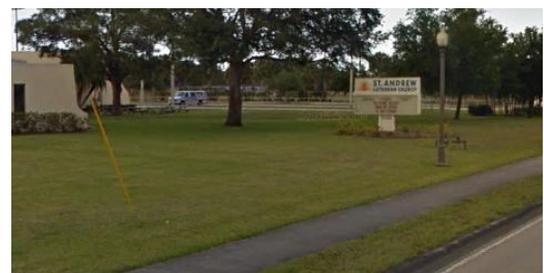


Lakehurst Drive

Figure 2-8: Existing Sidewalks



Crosstown Parkway

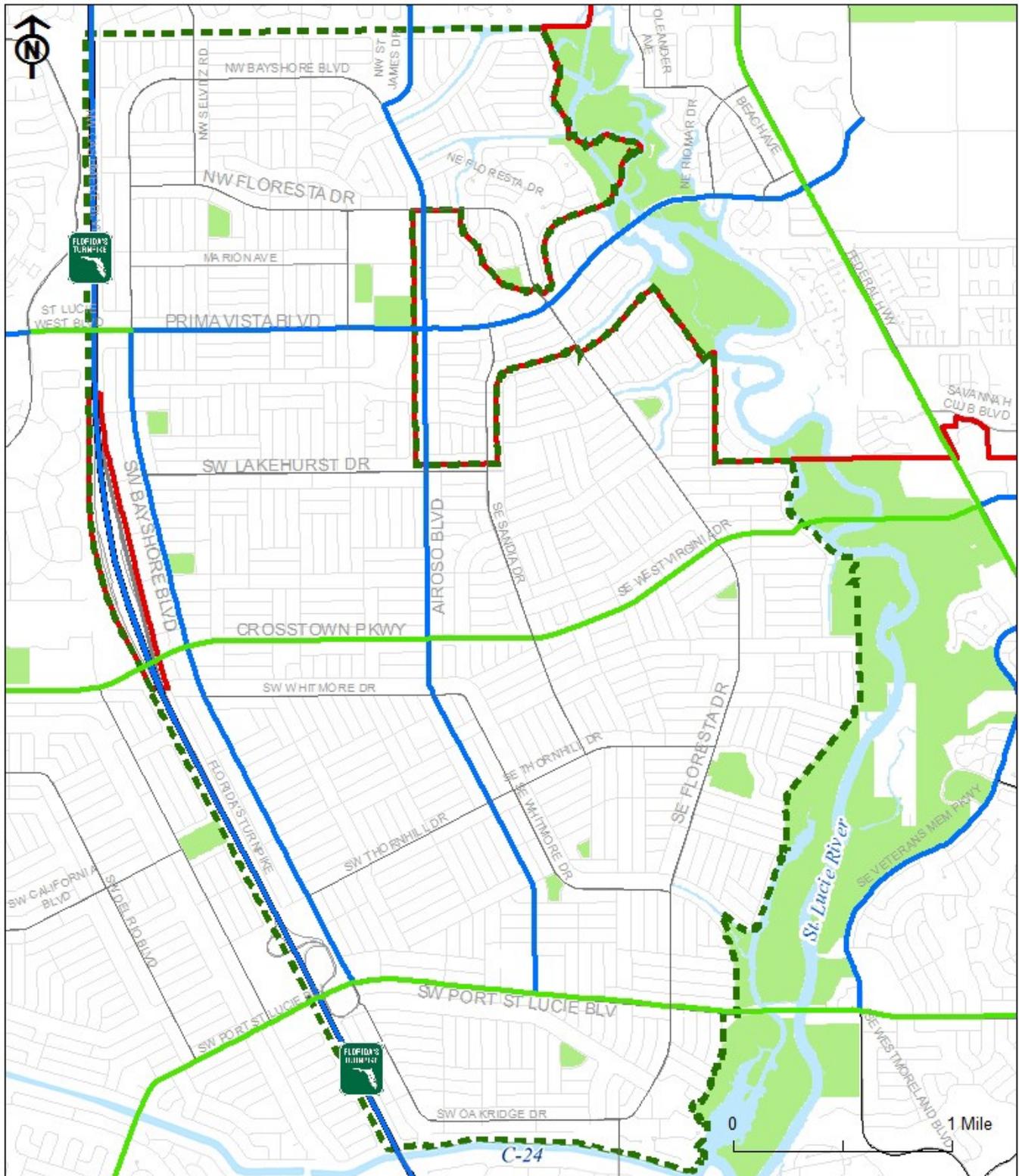


Prima Vista Boulevard



Floresta Drive

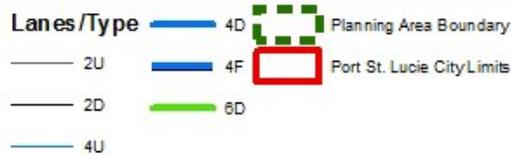
Map 2-5: Existing and Future Roadway Lanes within PA-3



Planning Area 3

Existing and 2019
Committed Roads

February, 2016



The Palm Beach Metropolitan Planning Organization (MPO) completed the Southeast Florida Regional Greenways and Trails Plan in 2015. The Plan identified an integrated network of multi-use and hiking trails, as well as paddling trails for Palm Beach County and connections to multi-county facilities.

The sidewalk system within PA-3 consists of sidewalks ranging from 5–8 ft. wide, primarily on arterial streets. There are some 4-ft-wide sidewalks within the Floresta Pines and River Park neighborhoods. However, the majority of the residential neighborhoods do not have sidewalks (see **Map 2-6**). The City has identified future sidewalks consisting of proposed multi-purpose trail and priority sidewalks to improve pedestrian connectivity within PA-3 (see **Map 2-6**).

The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan identified multi-purpose trails along Port St. Lucie Boulevard, Prima Vista Boulevard, Crosstown Parkway/Virginia Drive, Airoso Boulevard and Floresta Drive for pedestrians and bicyclists, as well as a trail along the C-24 canal (see **Map 2-7**).

The Southeast Florida Regional Greenways and Trails Plan also identified proposed paved multi-use trails along Port St. Lucie Boulevard, Crosstown Parkway/Virginia Drive and Floresta Drive, as well as an unpaved multi-use trail along the C-24 canal for pedestrians and bicyclists (see **Map 2-8**).

2.3.3 Bicycle Lanes

The City of Port St. Lucie recognizes the need for bicycle accommodations as an integral component of a citywide transportation system. The City currently requires that bicycle accommodations be incorporated into all development projects and urban roadway projects. Other City policies encourage bicycle parking facilities at bus stops, bicycle facilities within community and regional parks, off-road trails such as drainage canals and utility right-of-way property and other major recreational facilities, and coordination of planning activities with other agencies associated with bicycle planning activities.

The existing bicycle facilities within PA-3 consists of bike lanes, wide sidewalks, and paved shoulders. The City of Port St. Lucie has identified future bike facilities within PA-3 consisting of a proposed multi-purpose trail and a priority bicycle corridor (see **Map 2-6** and **Figure 2-9**).

The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan also identified additional on-street bicycle lanes along Port St. Lucie Boulevard, Prima Vista Boulevard and Airoso Boulevard (see **Map 2-7**).

The Southeast Florida Regional Greenways and Trails Plan also identified proposed paved multi-use trails along Port St. Lucie Boulevard, Crosstown Parkway/Virginia Drive and Floresta Drive, as well as an unpaved multi-use trail along the C-24 canal for pedestrians and bicyclists (see **Map 2-8**).

Figure 2-9 Existing Bicycle Facilities

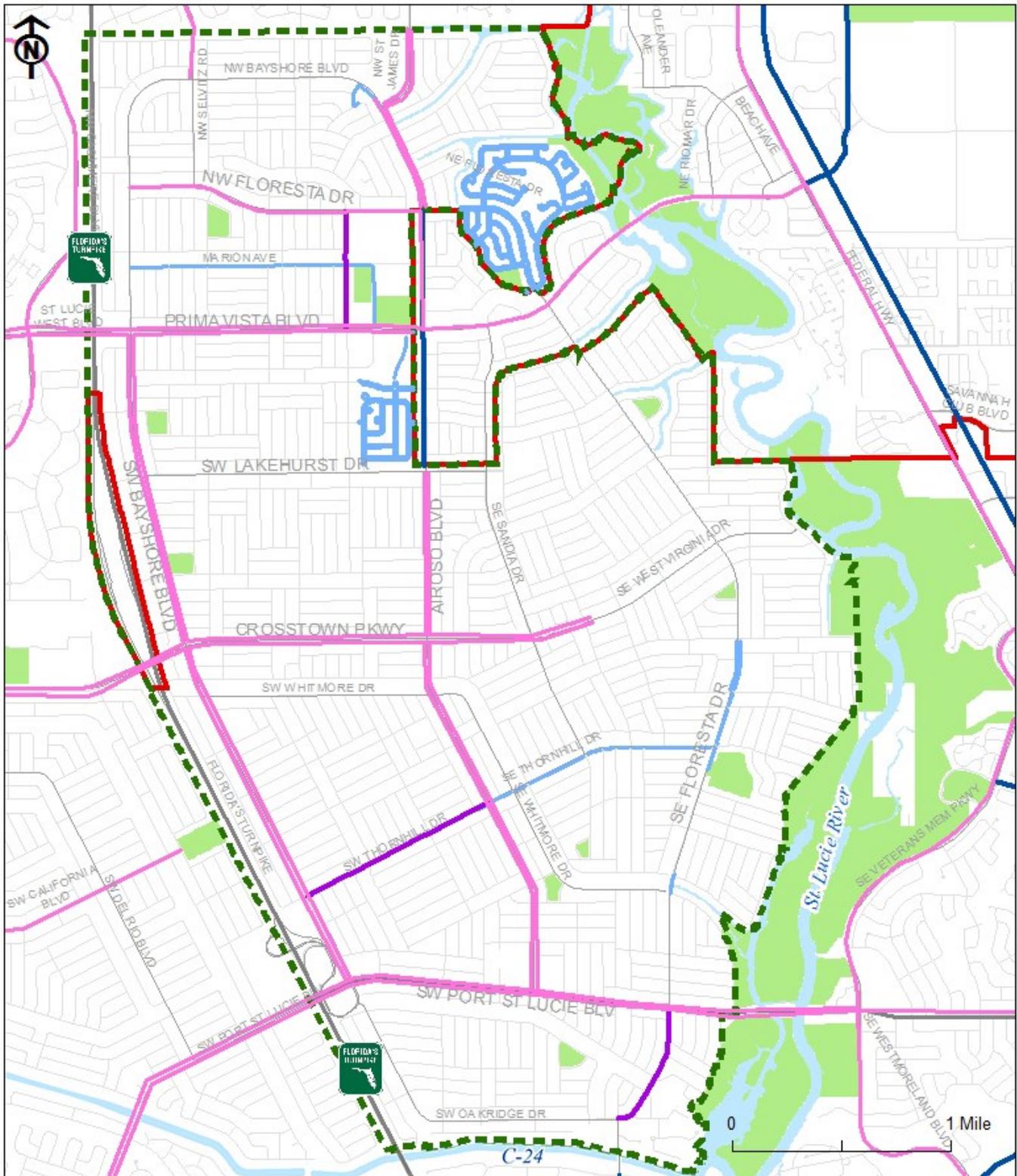


Crosstown Parkway—Bike Lanes



Bayshore Boulevard—Wide Sidewalks

Map 2-6: Existing and Future Bike-Pedestrian Network within PA-3



Planning Area 3

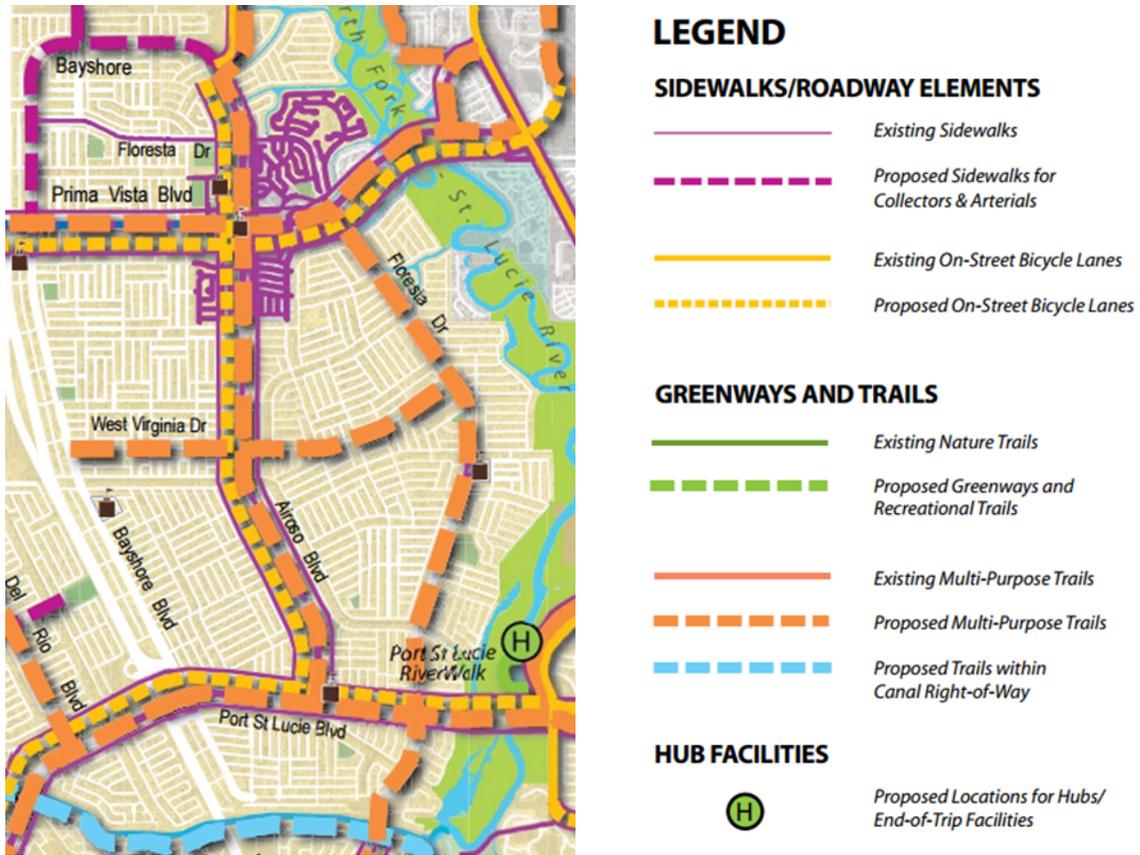
Existing and Future Bicycle and Pedestrian Facilities

February, 2016

- Sidewalk and Bike Facility
- Funded Sidewalks
- Port St. Lucie City Limits
- Existing Sidewalks
- Bicycle Facility
- Planning Area Boundary



Map 2-7: St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan



Source: St. Lucie Transportation Planning Organization, 2008

Map 2-8: Southeast Florida Regional Greenways and Trails Plan



Source: Palm Beach Metropolitan Planning Organization, 2015

2.3.4 Public Transit

The Council on Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two types of transit service are provided: 1) the Treasure Coast Connector (TCC), a fixed-route service along specific routes with scheduled arrival times at predetermined bus stop areas, and 2) Community Transit, a demand-response, origin to destination system in which passenger trips are generated by calls from individuals who cannot access the fixed-route service due to disability. There is a Transit Depot located north of the Community Center consisting of a pavilion, picnic tables, bicycle racks and public parking spaces (see **Figure 2-10**).

The fixed-route system consists of four fixed bus routes that run through Port St. Lucie on Monday through Friday between the hours of 7:00 am and 6:00 pm. The three existing TCC fixed-routes provided in PA-3 are summarized, as follows (see **Map 2-9**):

- **Route 4** – known as the Port. St Lucie Downtown Trolley, runs between the Municipal Complex and City Centre from 7:00 am to 6:00 pm with headways of one hour, in the vicinity of Morningside Library and connecting to the Port St. Lucie Community Center, Walton Road and transfer riders to the US-1 TCC Route.
- **Route 5** – provides transit service between the Port St. Lucie Community Center and Tradition Landings using Gatlin Boulevard and Port St. Lucie Boulevard; similar to the other fixed bus routes, operates from 7:00 am to 6:00 pm with headways of one hour.
- **Route 6** – operates from the Port St. Lucie Community Center to Prima Vista Crossing, then to the Shoppes at St. Lucie West Publix Shopping Center and Tradition Field Stadium, from 7:00 am to 6:00 pm with headways of one hour.

Map 2-7 also shows proposed bus routes within PA-3 to provide viable transit service for local residents, help alleviate roadway congestion, and reduce greenhouse gas emissions. The City plans to continue giving input and working with the St. Lucie TPO and COASL on future bus routes within the city.

Figure 2-10: Public Transit Facilities



Source: Treasure Coast Observer



Source: St. Lucie County

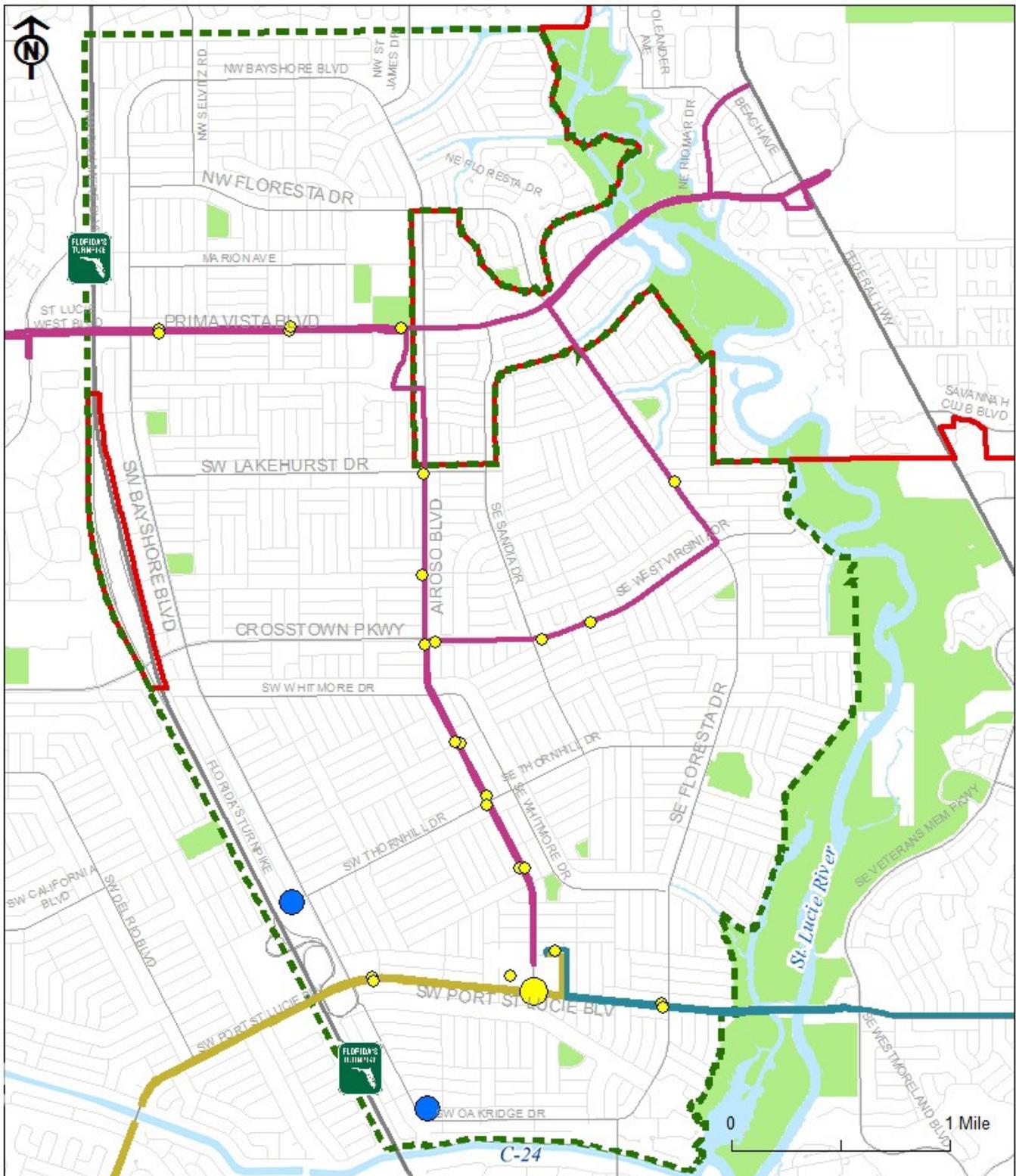


Source: Council on Aging of St. Lucie



Source: Treasure Coast Observer

Map 2-9: Existing and Future Bus Routes within PA-3



Planning Area 3

Existing and Future Transit Facilities

February, 2016

- Existing Park and Ride
 - Transit Stations
 - Bus Stops
 - Planning Area Boundary
 - Port St. Lucie City Limits
- | Transit Route | |
|--|---|
| | 4 |
| | 5 |
| | 6 |



2.3.5 Issues and Opportunities

As development occurs within PA-3, the potential for traffic congestion may be significant, particularly along the arterial corridors. Future expansion of the roadway lanes may alleviate some traffic congestion, such as along Bayshore Boulevard and Crosstown Parkway (towards the St. Lucie River).

Promoting complete streets to provide safe access for all users with well-connected sidewalks, bicycle lanes, greenways, roadways and public transit along with compact and contiguous land use mixes are key elements in controlling the cost and maximizing the effectiveness of the transportation system. The City should continue to work towards the implementation of the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan to connect greenways, bicycle lanes, and/or priority sidewalks to existing parks such as Doat Street Park, Fred Cook Park, Gulf Stream Park, Jaycee Park and Swan Park, and other recreational open spaces when they are developed.

PA-3 lacks a wayfinding system to community facilities, City parks, greenways/trails and commercial areas. In addition, there are no designated truck access routes to the industrial uses along South Macedo Boulevard and Biltmore Street. A themed wayfinding system and park destination signs should be developed to direct visitors and local residents to neighborhood destinations and truck drivers to delivery entrances.

The TCC bus service within PA-3 has one-hour headways, and the majority of bus stops have only a sign and no shelter or other amenities. As redevelopment occurs and efforts to ensure multimodal improvements including transit are implemented, the City should coordinate with TCC to increase bus headways to 30 minutes and improve/add bus stop facilities such as shelters, benches, trash receptacles, and bicycle racks. Where there are right-of-way constraints, it should coordinate with property owners for easements or have the private sector install them during the development review process to obtain zoning or concurrency approval.



EXISTING IDENTITY AND AESTHETICS

3.0 EXISTING IDENTITY AND AESTHETICS

This section examines the existing aesthetics of the built environment in PA-3, including parks/open space, architecture, and unique urban design features. The aesthetic elements within the plan are then used to identify themes that can be reinforced through both public investment and private development as the neighborhood continues to grow and change.

3.1 Parks and Recreation Features

PA-3 has a variety of public parks consisting of athletic fields, playgrounds, picnic pavilions, boat ramps, and natural areas. These unique facilities offer diverse recreational opportunities for local residents and visitors. There are several undeveloped parks and open spaces that could provide ample recreational and community facilities, natural areas, and cultural event spaces for the local residents and visitors. These facilities could be part of an integrated park system connected by a greenway system and a blueway (water trail) system via the canals (see **Figure 3-1**).

There is a water feature in the retention pond in front of the Municipal Complex that provides visual interest and serves to aerate the pond. Incorporating water features in retention ponds would reduce the amount of algae blooms and mosquitoes breeding in the community and add an aesthetic quality to the pond for passive recreation (see **Figure 3-1**).

Figure 3-1: Unique Recreational Features



C-24 Canal—Potential Multi-Use Path & Blueway



Water Feature—Municipal Complex

3.2 Architectural Style

Some of the public and commercial buildings consist of elements of Florida Vernacular architectural style with standing metal-seam roof panels, multi-pitched roof lines, gingerbread trim and/or porch railings, columns or posts, and pastel shades or white. Prominent buildings with this architectural style and compliance with the Citywide Design Standards could provide distinctiveness to PA-3 (see **Figure 3-2**).

Figure 3-2: Florida Vernacular Architectural Style



(Source: TCPalm.com)

Figure 3-2 (cont'd):



3.3 Urban Design Features

The primary roadways within PA-3 contain landscape medians. The planting design has multiple layers of palms, understory trees, shrubs, and groundcover. This planting scheme could be used on future roadway expansions with medians or incorporated into public gathering areas (see **Figure 3-3**).

The intersection at Oakridge Drive and Oaklyn Street has a bricked roundabout with landscaping. This design feature could be developed at strategic locations for traffic calming and unifying the streetscape to improve pedestrian safety (see **Figure 3-3**).

The intersections along Crosstown Parkway consist of decorative stamped asphalt crosswalks. These decorative crosswalks could unify the streetscape along the primary roadways and improve pedestrian safety at business intersections (see **Figure 3-3**).

Figure 3-3 Unique Urban Design Features



Bayshore Boulevard



Port St. Lucie Boulevard



Oakridge Drive and Oaklyn Street



Some primary roads have pedestrian acorn lights. These decorative lights could unify the streetscape by providing a visual connection and creating a more pedestrian walkable environment. Installation of pedestrian lights could be coordinated with sidewalk improvements (see **Figure 3-4**).

Figure 3-4: Streetscape Lighting Features



Airosa Boulevard



Crosstown Parkway



Bayshore Boulevard

3.4 Overall Design Themes

The overall design aesthetic within PA-3 varies greatly, but some themes emerge; as the area evolves and changes, these themes could be tied together to create a more legible design aesthetic.

For public infrastructure, particularly streetscape and landscaping, the theme is traditional, evidenced most commonly by the acorn light fixtures found on many of the streets. This theme, mixed with local landscaping of oaks and palms, can help create an aesthetic standard that can be replicated as more roadway improvements are completed.

The second most common design theme is the Florida Vernacular architectural style. The City should continue to integrate elements from this style into new public buildings and streetscape and park elements (e.g., shelters, trailheads, etc.). Additionally, the City should consider requiring Florida Vernacular architectural elements in all private development, particularly on major corridors, except for single-family residential.



PUBLIC INVOLVEMENT

4.0 PUBLIC INVOLVEMENT

The public involvement process is summarized in Volume I - Neighborhood Planning Program, which described the public engagement/outreach activities held during the planning process for PA-3, which included:

- Mayor’s Community Conversation
- Citywide Focus Groups
- Attendance at Special Events
- Public Workshop #1
- Public Workshop#2
- Bayshore Business District Focus Group

The intent of the public involvement process was to collect input on issues and opportunities related to key elements of PA-3 to gain insight from residents, business owners, and other stakeholders on current conditions, potential opportunities, and an overall vision for the future. The initial community conversation, focus group meetings and public surveys provided information for preparation of the public workshops. It is important that the public involvement process informs the development of the Action Plan as it will encourage residents, business owners, and other stakeholders to take ownership and participate in Action Plan implementation.

4.1 Public Workshop #1

The workshop included 78 community members who either lived or worked within PA-3 (see **Figure 4-1**). The workshop began with a PowerPoint presentation that provided background information on the project and specific characteristics of PA-3, including size, zoning, transit, and future land use maps, among others. The polling exercise focused on demographics and identifying a vision for the Planning Area.

4.1.1 Survey Results

In addition to questions asked during the Mayor’s Community Conversation, the survey included a number of questions related to demographic characteristics, community participation, and neighborhood characteristics and preferences. The purpose of these questions was to identify assets and challenges and to also gain an understanding of the potential interest and capacity of the community to organize and assist in plan implementation. Following are key findings summarized by category.

Demographic Questions

Characteristics of the public workshop participants include the following:

- 58% were between the ages of 51–70; only 9% were under the age of 35.
- 53% lived in two-person households, and 30% lived in households with three or more.
- 27% work in Port St. Lucie.
- 81% believed they will be living in Port St. Lucie in five years; 78% believed they would be living in their same neighborhood.

Community Participation Questions

- 45% know their neighbors well.
- 52% regularly attend public meetings/workshops.

Figure 4-1: Public Workshop #1 Photos



- 36% volunteer regularly.
- 11% watch the City of Port St. Lucie television channel (PSL TV20) regularly.

Neighborhood Characteristics/Preferences

- 62% define where they live by street name.
- 47% identified parks, open spaces, and walking/biking trails as the most important assets in their neighborhood.
- 23% identified poor walkability as the biggest challenge facing their neighborhood; 20% identified traffic congestion; and 20% identified lack of sense of place/community.
- 33% identified a desire for no more residential development, 32% for more single-family residential, and 28% for some type of multi-family residential.
- 45% identified a desire for restaurants/coffee shops, 21% for retail stores (hardware, clothing, etc.), and 13% for grocery stores.
- 25% identified streetscaping and landscaping as the best ways to help create a sense of place, 18% said community gardens, and 18% said parks, plazas, and gathering spaces.

4.1.2 Map Exercise Results

Following completion of the survey, participants were divided into breakout groups to discuss the vision for PA-3, specific issues/opportunities, and specific project ideas. Each group had a facilitator to help with questions and guide discussion, and each designated a spokesperson to present ideas to the larger group (see **Figure 4-2**). The results of these exercise are summarized in **Map 4-1**, and a full tabular summary of all participant comments are included within **Appendix A**.

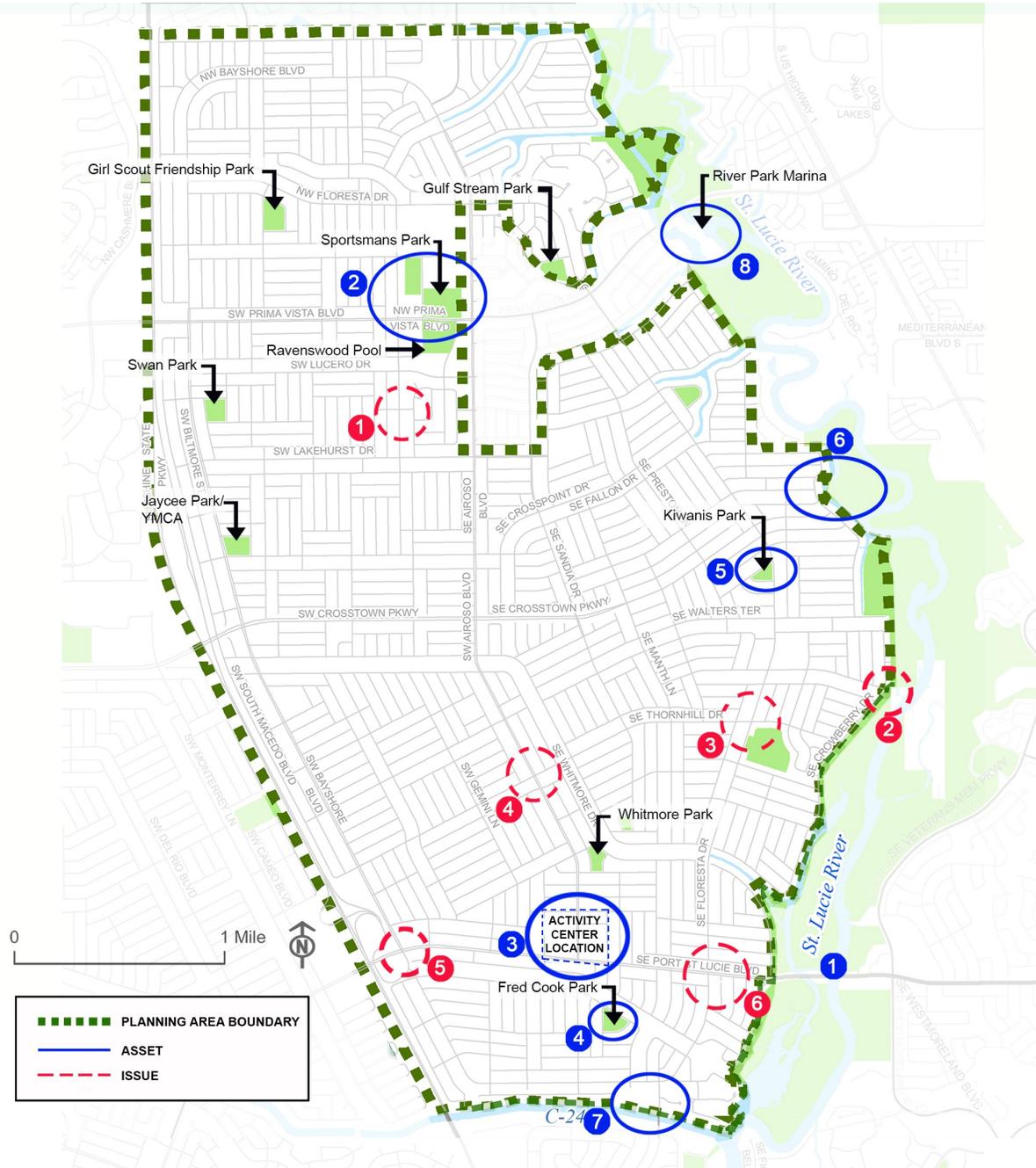
Figure 4-2: Participant Quotes from Public Workshop #1



4.1.3 Workshop Themes

Based on the mapping exercise and the breakout questions, a few key topics examined specific aspects of safety, sense of community and identity, parks and recreation, and better using the environmental assets within the area. In addition, some conversations were focused on building community capacity and improving accountability for implementation.

Map 4-1: Assets and Opportunities for PA-3



PLANNING AREA 3 ASSETS AND ISSUES		
<p>1 ASSET: St. Lucie River</p> <p>2 ASSET: Sportsmans Park; school location (Northport K-8 School); track/rec center/playground</p> <p>3 ASSET: Port St. Lucie Community Center; Transit Station</p> <p>4 ASSET: Fred Cook Park; clean, small park; "hidden gem"</p> <p>5 ASSET: Kiwanis Park; great community park</p> <p>6 ASSET: Crosstown Parkway construction</p> <p>7 ASSET: C-24 Canal Park and boat ramp</p> <p>8 ASSET: River Park Marina</p>	<p>1 ISSUE: Blight; crime; need for method of traffic calming (SW Lucero Drive) for preventing speeding</p> <p>2 ISSUE: Speeding along Crowberry Drive; need for lower speeds limits and/or traffic calming</p> <p>3 ISSUE: Need for sidewalks down Floresta Drive and/or lower speed limit; needs better drainage</p> <p>4 ISSUE: Traffic and speed down Airoso Boulevard; need for sidewalks down SW Thornhill Drive</p> <p>5 ISSUE: Unsafe for pedestrians; traffic congestion from Turnpike; too many "pawn shops" down SW Port St. Lucie Boulevard</p> <p>6 ISSUE: Traffic, accidents and congestion between SE Port St. Lucie Boulevard and SE Floresta Drive</p>	<p>7 ISSUE: Multiple locations of requested streetlights and sidewalks</p> <p>8 ISSUE: Care and maintenance of vacant lots</p> <p>9 ISSUE: Limited access to St. Lucie River</p>

Specific themes included:

- Defining neighborhood sub-areas within PA-3.
- Creating neighborhood organizations and increasing capacity to organize residents and implement projects.
- Formalizing Neighborhood Planning Division within the City’s organizational structure.
- Building neighborhood identity and a sense of place.
- Improving connectivity and safety, particularly for bicyclists and pedestrians.
- Developing an Activity Center as the focal point of neighborhood activities within PA-3.
- Improving existing parks/recreation facilities and developing new ones.
- Integrating public art.

The themes from Public Workshop #1 were used to develop specific project/program recommendations that were presented in Public Workshop #2.

4.2 Public Workshop #2

The overall themes and specific recommendations generated in Public Workshop #1 were developed and presented in Public Workshop # 2. The Public Works Department also presented some specific projects it included in the current Capital Improvements Plan (CIP) that are consistent with the themes identified for the Action Plan themes (see **Figure 4-3**).

The meeting summary and comments received during Public Workshop are included in **Appendix A** of this document (see **Figure 4-4**). The feedback received during the workshop was used to develop the Neighborhood Vision and Action Plan in **Sections 5.0** and **6.0**.

Figure 4-4: Participant Quotes from Public Workshop #2



Figure 4-3: Public Workshop #2 Photos



4.5 Bayshore Business District Focus Group

An additional focus group meeting was held to discuss issues and opportunities with business and property owners for the purpose of developing a zoning overlay and improvement plan for the Bayshore Business District, located in the western portion of PA-3 between Bayshore Boulevard and Macedo Boulevard. Specific themes included:

- Naming/branding the Business District
- Improving signage to the Business District (i.e., gateways, wayfinding and street names)
- Addressing location of possible entry nodes
- Evaluating code compliance/public safety
- Improving vehicular parking
- Establishing a street lighting district
- Enhancing the aesthetics and buffering between the Business District and residential particularly along Bayshore Boulevard

The meeting summary is included in **Appendix A**. Specific recommendations that were developed following this meeting are further discussed in **Section 7.0**.



PLANNING AREA VISION

5.0 PLANNING AREA VISION

This section includes the Planning Area Vision (The Vision) based on the results of the existing conditions analysis and public involvement process. The Vision will act as the long-term planning framework for identifying projects and initiatives to be addressed during the plan horizon.

5.1 Vision Statement

The proposed Vision for PA-3 is the following:

A connected community, where neighborhoods connect to natural assets through a safe, effective, and efficient system of roadways, sidewalks, greenways, and blueways; where neighbors connect with each other at a central activity center, through community associations and volunteer opportunities; and where businesses connect with residents and invest in the community growing the economy.

The Vision Concept is a visual representation of the Vision statement and major concepts that make up the plan (see **Map 5-1**). The Vision Concept illustrates important elements, including:

- A central activity center and business district where people can work and shop at a variety of local businesses and where those businesses can thrive. Mixed-use developments will increase positive interactions between residents and business owners.
- An improved transportation system where people will feel comfortable walking, riding a bicycle, using public transportation, and driving a vehicle and where streets are pleasant public spaces.
- Neighborhood parks that will provide a variety of passive and active recreational uses, all connected by a greenway with walkways and bicycle trails and a blueway with scenic views of the canal and the St. Lucie River.

5.2 Plan Goals

Goals are the destinations or outcomes that PA-3 seeks to attain—general statements that set the broad framework for the Plan’s strategies and further describe how to achieve the Vision. Following are PA-3 goals.

1. Building an identity/brand.

- Delineate sub-areas within PA-3.
- Develop an identity/brand for the sub-areas.
- Implement a signage program (welcome signs, banners, wayfinding signs).

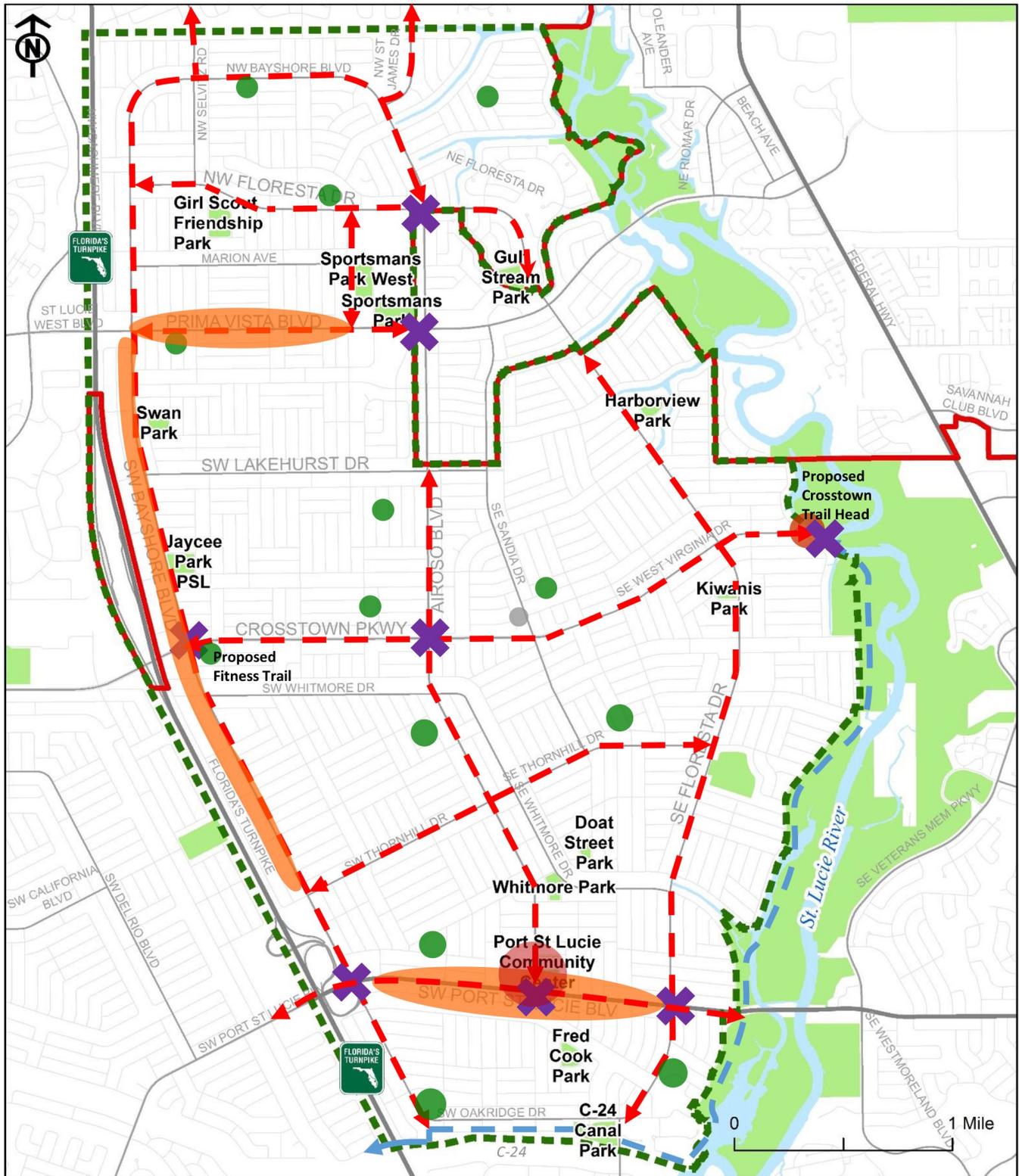
2. Develop an Activity Center to provide local services and a gathering place for the community.

- Improve the business environment for both small and larger businesses to thrive.
- Encourage a variety of business types to service the community.
- Provide mixed-use opportunities for residents and business owners to intermingle.
- Develop parks/recreational spaces and pathways creating passive recreational opportunities.

3. Enhance the Bayshore Business District as a commercial/light industrial destination.

- Create a unique identity to protect, improve, and sustain a positive business environment through a variety of mix-use and flex spaces.

Map 5-1: Vision Concept Map



- Potential Active Center
- Potential Mixed-Use (Commercial, Office, Institutional, Residential)
- Potential Parks
- Parking Lot
- Trail Head
- Potential Welcome Sign
- Parks
- Planning Area Boundary
- Port St. Lucie City Limits
- Primary Pedestrian & Bicycle Network
- Greenway/Blueway



4. Improve public infrastructure that will create a safer environment for all ages and abilities.

- Provide efficient, safe, and comfortable travel for pedestrians, bicycles, buses, cars, and trucks.
- Enhance alternative modes of transportation choices with improved access and safety (i.e., greenways, blueways, public transit service).
- Create aesthetically-pleasing streetscapes.
- Reduce cut-through traffic on residential streets.
- Improve public transit and school bus service and stop facilities.
- Improve stormwater drainage to reduce flooding.

5. Improve parks and recreational facilities for local residents.

- Enhance existing park facilities, programming, and access.
- Develop pocket parks within easy walking distances from neighborhoods.
- Use canals as recreational assets.
- Provide a greenway along the St. Lucie River
- Better use community centers with meeting halls.
- Encourage arts, cultural events, and activities for all ages.

6. Improve public safety and security within the neighborhoods.

- Reduce the occurrence of criminal activities by enhancing police presence.
- Build positive relationships among residents and the Police and Fire departments.
- Improve code compliance activities, particularly of overgrown vacant properties.



ACTION PLAN

6.0 ACTION PLAN

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focused themes of PA-3. Implementation of the Action Plan will require a concerted long-term effort by the establishment of a Neighborhood Planning Division and the Planning Area Advisory Committee (PAAC), and subsequently civic/neighborhood associations at the sub-area level, as described in Volume I - Neighborhood Planning Program.

6.1 Building Identity

The Planning Area boundaries establish a geographical boundary for the Plan, but they do not create a cohesive identity for the residents and business owners that live, work, and play within PA-3. Building neighborhood identity will take time, but the implementation of the programs and initiatives indicated in this section will help facilitate the process.

Effective branding will enhance the design and feel of improvement projects and future redevelopment activities and help achieve the City's goals of having stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles.

Successfully building identity will require the following action steps:

1. Delineate sub-areas within PA-3 and adopt names for them.

The identification of sub-areas was developed through collaboration with City staff and reviewed by the public at Planning Workshop #2. Although there was general consensus for the proposed boundaries, there was disagreement on the names of each of the sub-areas. For the purposes of illustration, those names presented at Public Workshop #2 have been included on **Map 6-1**.

2. Establish names for the sub-areas within PA-3.

Throughout the public involvement process, a number of names were suggested for the proposed sub-areas in PA-3 (see **Map 6-1**). To allow for consideration of as many names as possible and an opportunity for a larger audience to participate in the process, it is recommended that a competition be held to name the sub-areas. This competition could be set up on the City's Neighborhood Planning website, and entries could be submitted online. The City could designate a small group of judges of staff and elected officials to choose the final names. Once the final names are selected, they should be incorporated into the Land Development Regulations and Comprehensive Plan as appropriate.

3. Complete a branding process to identify sub-area logos and wayfinding design.

An effective way to build identity within neighborhoods is to develop unique logos and deploy them into the neighborhoods through signage, banners, and wayfinding elements. The City should complete a branding process for PA-3 that, through community involvement and staff interaction, develops a clean, identifiable logo and signage design concept that is supported by the community. Key elements of this process should include the following:

- Use of a robust community involvement process to guide efforts. A design competition for the logos could be conducted to solicit ideas from local artists, students, and public-at-large. The community could then provide feedback into the design concepts through a workshop and/or collected through polling on the City's Neighborhood Planning website.

- Develop the core components of the sub-area logos/brand concepts. What are the first three things you want target markets to think/feel when they hear the name of the sub-areas? Examples include “friendly neighbors,” “quirky and interesting,” “green,” “great for fitness activities,” “safe,” “cool place to be,” “family-friendly,” “a great value,” great-looking houses,” “neighbors are proud to be here.”
- Create a logo, color palette, and tagline that is reflective of the nature of the sub-areas (see **Figure 6-1** and **Figure 6-2**). Use this logo on everything – newsletters, website, house flags, decals or stickers for cars and house windows, yard signs for “best landscape” contests, letterhead, blog, entryway signage, banners, and so forth.

4. Once the brand/logo concepts have been developed, identify key quick “victories” that can be implemented in the short term.

Immediately following the completion of the branding process, the City should be prepared to move towards implementation in a quick and cost-affordable way. Since manufacturing, permitting, and installing permanent signage can be expensive and time-consuming, it is recommended that the City first move to develop a banner program for the sub-areas of PA-3 that will use the new logo.

- Banner program along primary roadways – The banner program will allow for each sub-area to have unique signage at a relatively affordable cost. These signs could be semi-permanent, or could switch on a regular basis for local events, etc. (see **Figure 6-1**) Some potential locations for banners could be the following (see **Map 6-2**):
 - Floresta Drive (Northport)
 - Lakehurst Drive (Swan Park)
 - Floresta Drive (North Floresta)
 - Airoso Boulevard (East Bayshore)
 - Floresta Drive (South Floresta)
 - Crowberry Drive/Coral Reef Street (Riverview)
 - Oakridge Drive/Bayshore Boulevard/Floresta Drive (Oak Ridge)
 - Bayshore Boulevard (Bayshore Business District)
- Sub-area welcome signs adjacent to primary intersections (see **Map 6-2** and **Figures 6-2, 6-3, 6-4, and 6-5**) – these could take the form of small monument signs.
 - Floresta Drive/Airoso Boulevard (Northport)
 - Crosstown Parkway/Airoso Boulevard and Crosstown Parkway/Bayshore Boulevard (Swan Park)
 - Crosstown Boulevard/Airoso Boulevard and Crosstown Boulevard/Floresta Drive (North Floresta)
 - Bayshore Boulevard/Port St. Lucie and Crosstown Boulevard/Airoso Boulevard (East Bayshore)
 - Port St. Lucie Boulevard/Airoso Boulevard and Crosstown Boulevard/Airoso Boulevard (South Floresta)
 - Port St. Lucie Boulevard/Floresta Drive and Crosstown Parkway/Floresta Drive (Riverview)
 - Bayshore Boulevard/Port St. Lucie and Port St. Lucie Boulevard/Floresta Drive (Oak Ridge)
 - Bayshore Boulevard/Port St. Lucie (Bayshore Business District)

Figure 6-1: Logo Examples within City and Vicinity



(Source: City of Port St. Lucie, FL)



(Source: Town of Tradition, FL)



(Source: Choice Pest Management)



(Source: Minor League Baseball)



(Source: St. Lucie County, FL)



(Source: St. Lucie Chamber of Commerce)



Each Child, Every Day

(Source: St. Lucie Public Schools)

Figure 6-2: Conceptual Sub-Area Logos



Figure 6-3: Potential Banners



(Source: City of Winter Park, FL)



(Source: The Décor Plan)



(Source: Tex Visions)

Figure 6-4: Potential Welcome Sign Concept Ideas

Archways



El Cajon, CA (Source: Flickrriver)



Carlsbad, CA (Source: Tripadvisor)



Farmville, VA (Source: Harvey Design Land Architects)



Costa Mesa, CA (Source: A Bubbling Cauldron)



Goodyear, AZ (Source: Hunt Design)



El Cajon, CA (Source: Hunt Design)

Figure 6-5: Potential Signage Implementation Concept

PA 3 Signage Concepts

LOGO



IDENTIFICATION SIGNAGE



WAYFINDING SIGNAGE



BANNER



6.2 Creating Activity Centers

Activity Centers are locations with a mix of commercial, residential, and/or institutional uses that either currently serve or will serve as nodes of activity. The purpose of identifying and encouraging the development of Activity Centers is to accomplish the following:

- Create a sense of place and community.
- Encourage mixed-use/infill development.
- Improve business environment and diversity to serve the community.
- Provide variety of housing options, where applicable.
- Provide public open spaces and amenities.
- Create safe and attractive streets for people.

6.2.1 PA-3 Activity Center

In PA-3, the designated Activity Center is located near the City Municipal Complex at the intersection of Airoso Boulevard and Port St. Lucie Boulevard (see **Map 6-3**). As shown in **Map 6-4**, there are a number of assets and opportunities which the City can build upon to reinforce the development of this Activity Center. They include the following:

Existing Assets

- Port St. Lucie Government Offices and City Hall
- Port St. Lucie Community Center
- Lakeside Center, City Commons, and other retail centers
- St. James Orthodox Church (including public meeting hall)
- Port St. Lucie Transit Facility (Bus Depot just north of Community Center)

Potential Opportunities

- Potential passive parks located at existing stormwater ponds
- Pedestrian improvements at the intersection of Airoso Boulevard and Port St. Lucie Boulevard
- Potential sidewalk connections at the following locations:
 - Along SW Best Street—fill the gaps
 - Along Belvedere Street—currently no sidewalk, but a potential connection to the east side of SE Deacon Avenue

The illustrative Activity Center Plan (see **Figure 6-6**) identifies how, over time and with strategic investments from both the public and private sectors, a more formal center will begin to evolve that could better serve the workers and residents who live in the immediate vicinity as well as those who live in the surrounding area. The concept for PA 3 is to leverage the publicly-owned land to help integrate the center over time. Specifically, as shown in **Figure 6-7**, there are opportunities to create a sense of place and to promote health and wellness through the integration of small passive parks and an exercise path that encircles the Activity Center. Additionally, a new lakefront path and plaza will be built around the existing stormwater pond, and an expanded plaza will be built connecting the Community Center to the water. The evolution of the Activity Center will provide opportunities for public art, programming and events, and easy connectivity between the City employee population and nearby retail and restaurants.

Map 6-3: Activity Center Location (with 5- and 10-minute walk radii)



Planning Area 3

Walking Distance

January, 2016

-  1/4 Mile or 5 Minute Walk
-  1/2 Mile or 10 Minute Walk



Figure 6-6: Activity Center Illustrative Plan

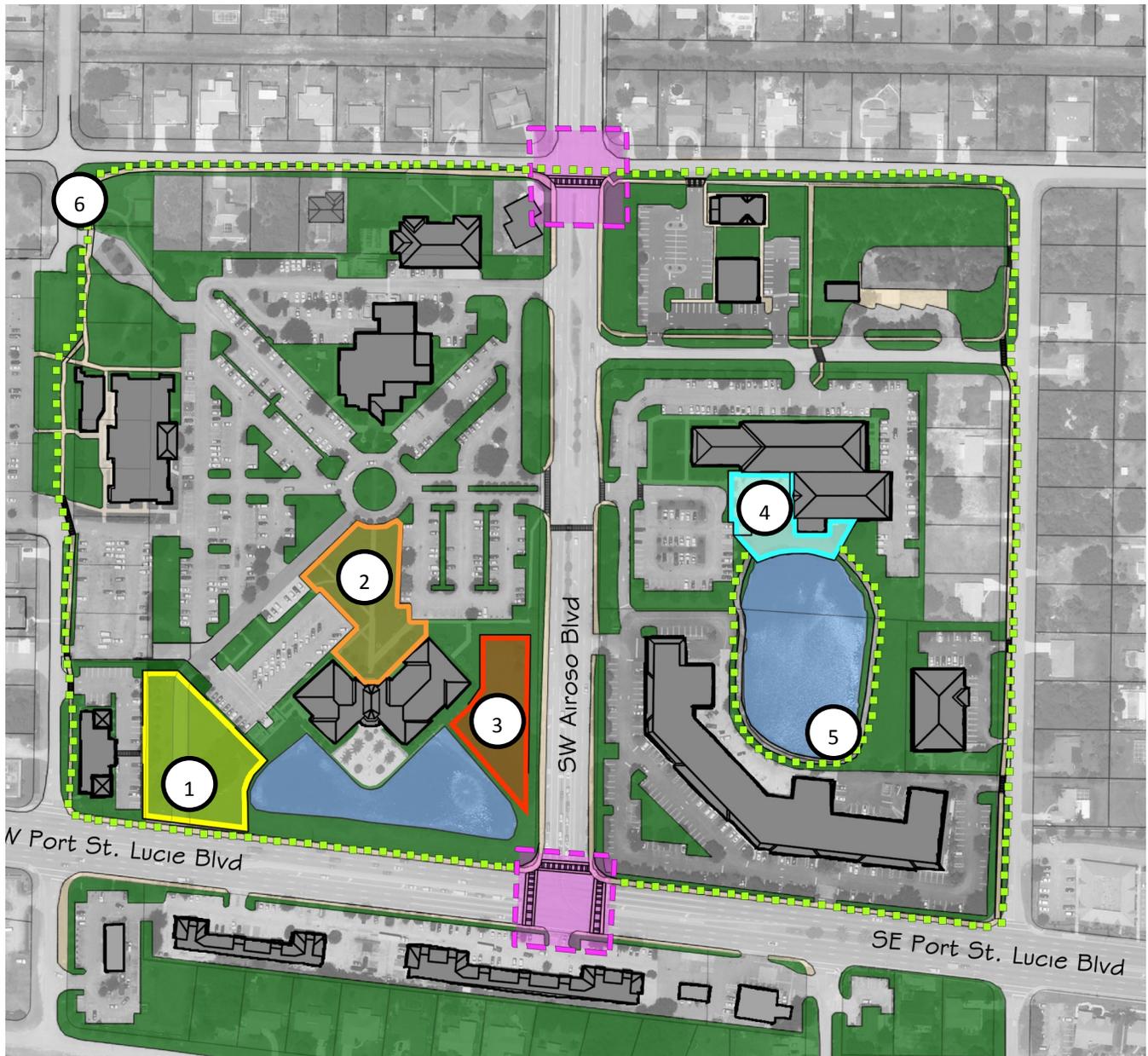


Figure 6-7: Activity Center Character Concepts



1 Park and outdoor lunch area by City Hall



4 Expanded plaza space at Community Center



2 Potential public market space opportunity



5 Elevated boardwalk around lake



3 Passive park space with public art



6 Fitness loop around Activity Center

6.3 Enhancing Recreation and Leisure

PA-3 consists of 13 City parks, totaling approximately 90 acres (see **Table 6-1** and **Map 2-4**). As noted in the table, there are a mix of active and passive parks that provide different types of amenities.

The challenge in PA-3 is not the lack of parks and recreational facilities, but their condition and amenities. The existing City parks include a variety of facilities, such as baseball fields, basketball courts, canal bank fishing, a community center (banquet hall, meeting rooms, fitness center, kitchen), concession stands, docks/boat ramps, dog walk areas, football fields, open space grass area, picnic pavilions/shelters, playgrounds, restroom facilities, soccer fields, tennis courts, walking/running tracks, and wooded preservation. However, a number of parks are undeveloped and do not include signage, amenities, lighting, and/or pedestrian access. Examples of these parks are Gulf Stream Park, Harborview Park, Kiwanis Park, and Doat Street Park.

Successfully enhancing recreation and leisure will require the following action steps:

1. Implement proposed parks/recreation projects identified in the Capital Improvements Plan.

The City has identified several projects that are consistent with the Vision for PA-3 and these should be prioritized for implementation (see **Map 6-5**). It is also recommended that future projects be presented to the PAAC in advance, and their consistency with the Plan discussed in the future.

- Park with Fitness Zone/Trail at intersection of Crosstown Boulevard and Bayshore Boulevard (See **Figure 6-8**)
- Crosstown Parking Lot at Crosstown Boulevard and Sandia Drive to create access the Crosstown Trail (see **Figure 6-9**)
- C-24 Canal Path from Cooper Lane to C-24 Canal Park (see **Map 6-6**)
- Crosstown Trail Head located at the Crosstown Parkway and St. Lucie River (see **Figure 6-10**)

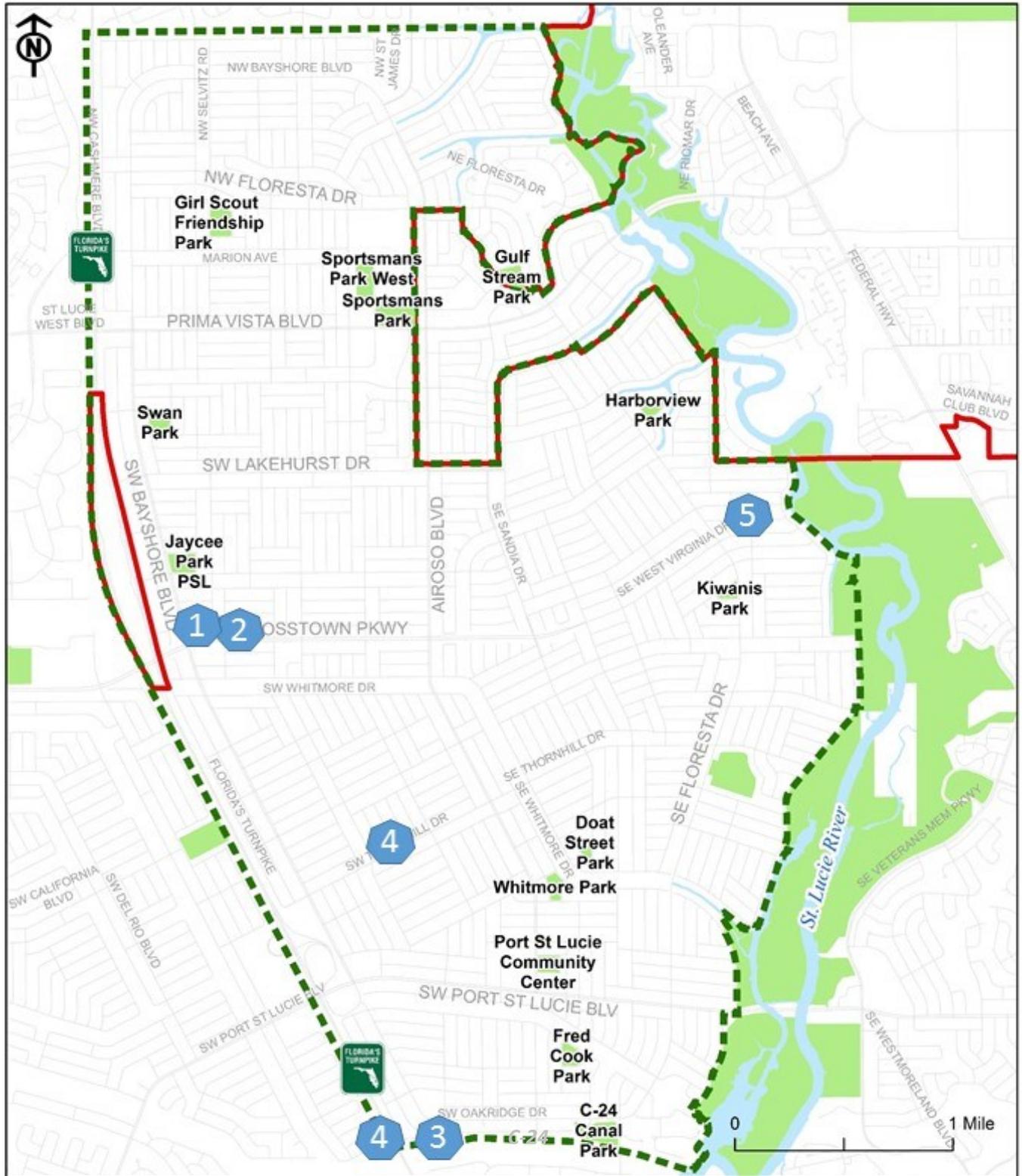
These recreational facilities could be connected by a pedestrian and bicycle-friendly greenway trail. A blueway system along the C-24 Canal could be used for motorized and non-motorized vessels such as canoes and kayaks. The C-24 Canal Park with boat ramps and floating docks could be the launching point to the canal.

Table 6-1: City Parks within PA-3

Park Name	Acreage	Designation
C-24 Canal Park	8	SF (Boat Ramps)
Community Center	4.9	CRPF-A
Doat Street Park	2.44	SNP-P
Fred Cook Park	5.5	SNP-P
Girl Scout Friendship Park	8.4	LNP-A/P
Gulf Stream Park	5.85	SNP-P
Harborview Park	4.8	SNP-P
Jaycee Park & YMCA	6.2	LNP-A/P
Kiwanis Park	3.8	SNP-A/P
Sportsman's Park	16	SF (Football)
Sportsman's Park West	13	LNP-A/P
Swan Park	6.5	SF (Soccer)
Whitmore Park	4.4	SNP-P
TOTAL	89.79	

Legend: A-Active Parks, P – Passive Parks
 Small Neighborhood Parks (SNP); Large Neighborhood Parks (LNP)
 Citywide/Regional Park or Facility (CRPF); Specialized Facility (SF)
 Source: City of Port St. Lucie Comprehensive Plan

Map 6-5: Capital Improvement Projects



Planning Area 3

CIP Team Projects
Parks and Open Space



- | | |
|--------------------------|------------------------|
| 1. Fitness Zone | 4. CDBG Sidewalks |
| 2. Crosstown Parking Lot | 5. Crosstown Trailhead |
| 3. C-24 Canal Path | |

Figure 6-8 Fitness Trail (Crosstown Boulevard and Bayshore Boulevard)

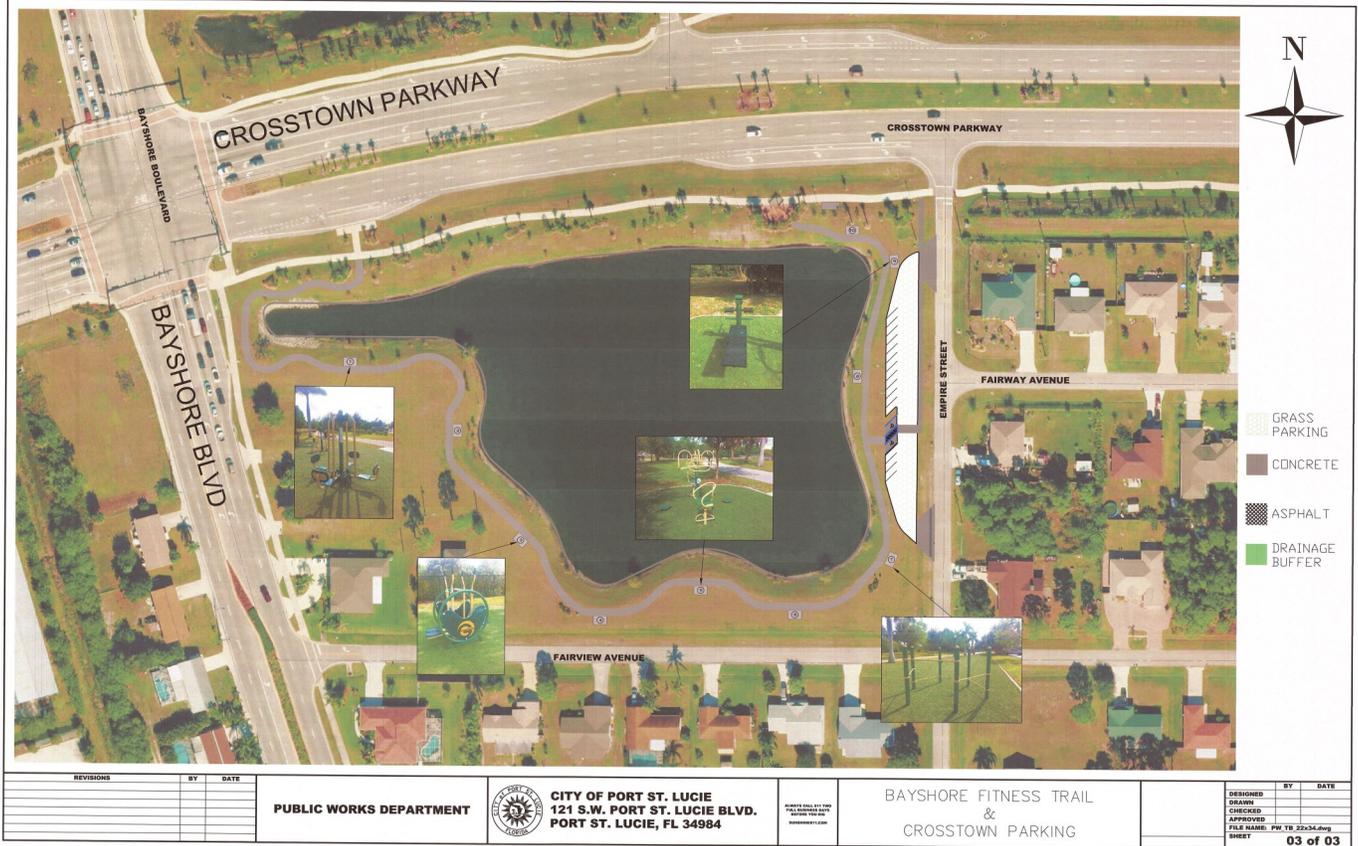


Figure 6-9: Crosstown Parking Lot to access the Crosstown Trail



Map 6-6: C-24 Canal Path (Cooper Lane to C-24 Canal Park)

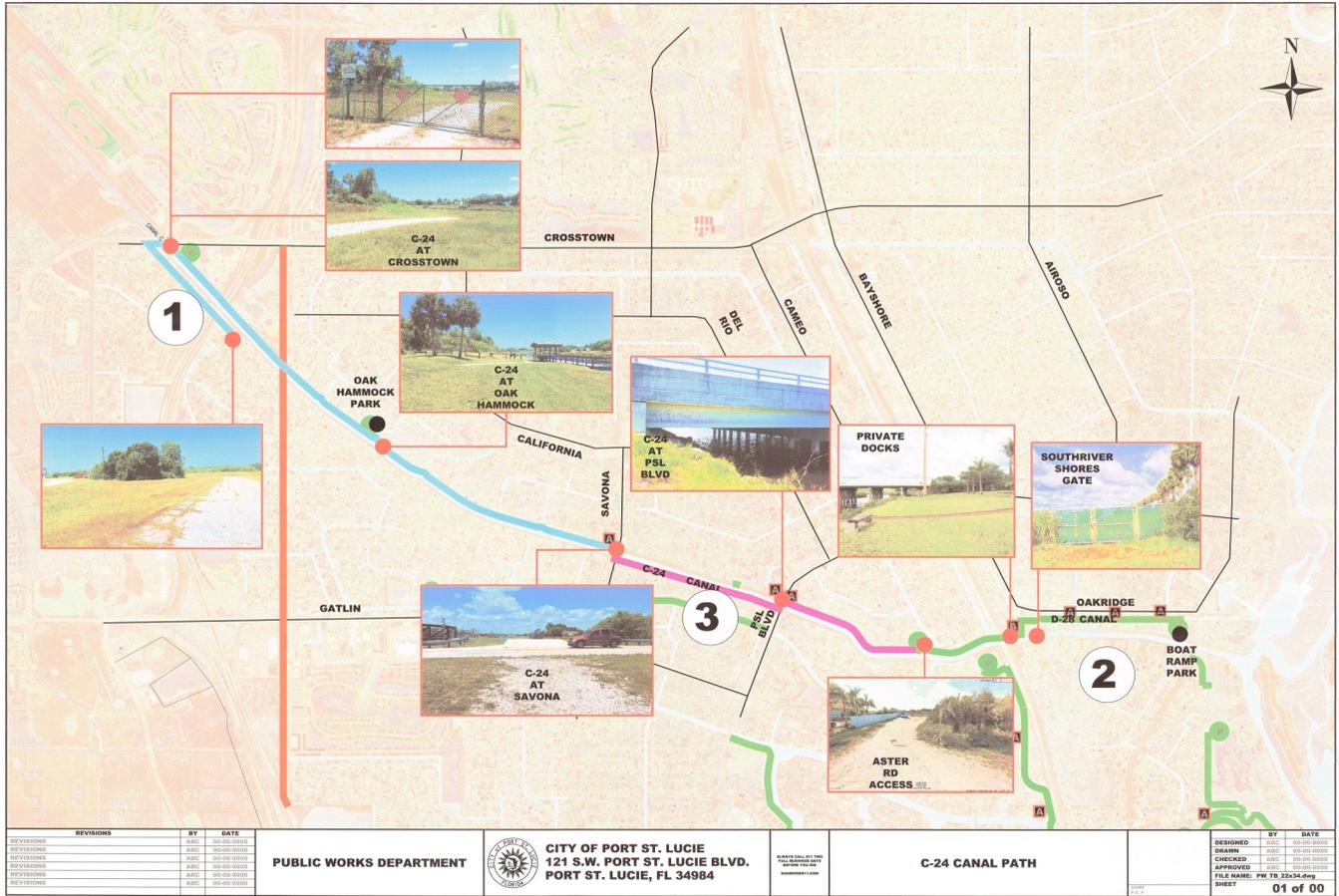


Figure 6-10: Crosstown Trail Head (Crosstown Parkway and St. Lucie River)



2. Implement a blueway along the C-24 Canal

In addition to the creation of a multi-use trail along the canal, the City should consider providing for canoe/kayak access along the canal at key locations.

3. Complete a Parks and Recreation Master Plan to develop a specific plan for improving existing parks (signage, amenities, lighting, etc.) and to identify potential locations for new parks/improved recreational facilities.

4. Identify opportunities to create community gardens and make available grants and technical assistance to civic/neighborhood associations interested in development them.

There may be opportunities to create community gardens, similar to the one at 2600 SE Waterview Drive, which is on a half-acre site consisting of 44 garden plots (4'×8'×12"). Funding could be through the Community Development Block Grant (CDBG) and/or partnerships with local garden centers (see **Figure 6-11**).

Figure 6-11: Port St. Lucie Community Garden



Source: City of Port St. Lucie, FL



Source: City of Port St. Lucie, FL



Source: Matthew R. Stover

6.4 Connecting Multimodal Transportation

Although the predominant form of transportation in Port St. Lucie is the car, other alternatives include walking, biking, and transit. Implementing complete street design will create safe, efficient and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users' safe and comfortable access to schools, outdoor recreational facilities, and destinations (see **Figures 6-12**).

6.4.1 Sidewalks

Throughout the public involvement process, one of the most common issues/concerns raised was the need for improved pedestrian facilities generally, and sidewalks specifically. Although the City has been very active in improving pedestrian safety by installing public sidewalks through its City Sidewalk Program and in coordination with St. Lucie County through the Safe Routes to Schools Program, it is clear that there is still a need for more.

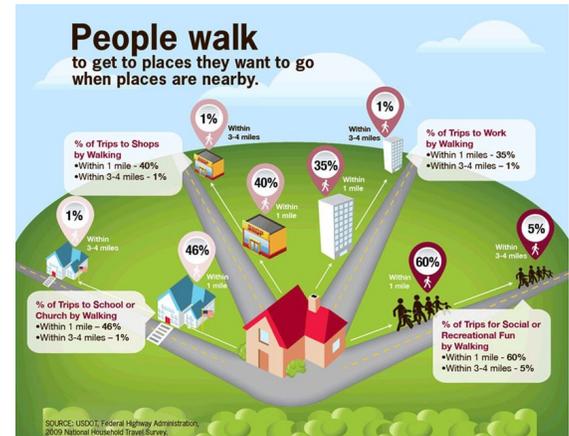
The City has identified future sidewalks consisting of proposed multi-purpose trails and priority sidewalks to improve pedestrian connectivity within PA-3 (see **Map 2-6**). The City has identified CDBG funding in its Capital Improvement Plan for sidewalk improvements along Thornhill Drive between Airoso Boulevard and Bayshore Boulevard and along Bayshore Boulevard/Oakridge Drive between Glenwood Drive and Oaklyn Street (see **Map 6-5**).

The City developed its sidewalk program with a focus on connecting schools to improve the safety of children. This is a logical approach that ensures that some of the most vulnerable citizens are protected. However, through the public involvement process, it became clear that there was a desire to prioritize park connections with the sidewalk programs as well.

6.4.2 Bicycle Facilities

The City recognizes that the need for bicycle accommodations as an integral component of a citywide transportation system. The City currently requires that bicycle accommodations be incorporated into all development projects and urban roadway projects. Other City policies encourage bicycle parking facilities at bus stops, bicycle facilities within community and regional parks, off road trails such as drainage canals and utility right-of-way property, and other major recreational facilities, and coordination with bicycle planning activities with other

Figure 6-12: Multimodal Benefits

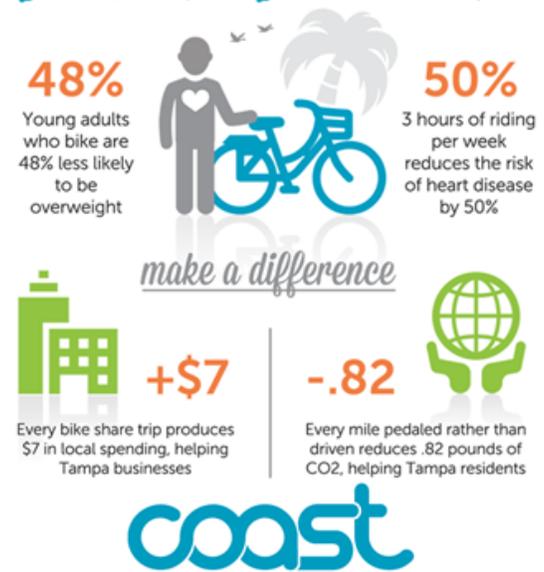


(Source: USDOT, Federal Highway Administration)



(Source: Active Living Research)

good for you. good for tampa.



(Source: Plan Hillsborough)

agencies associated with bicycle planning activities.

The existing bicycle facilities within PA-3 consist of bike lanes, wide sidewalks, and paved shoulders. The City of St. Lucie has identified future bike facilities within PA-3 consisting of proposed multi-purpose trail and priority bicycle corridor (see **Maps 2-6, 2-7 and 2-8**).

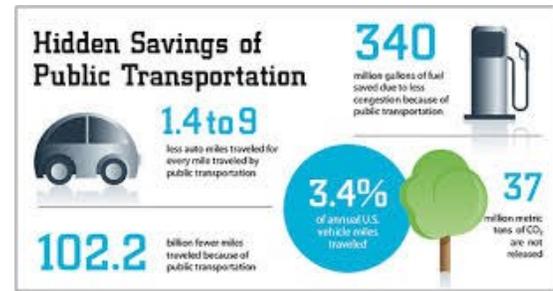
6.4.3 Public Transit

The Council on Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two modes of transportation are provided: 1) the Treasure Coast Connector, a fixed-route service, and 2) Community Transit, a demand-response system. **Map 2-9** shows proposed bus routes within PA-3 to provide viable transit service for local residents, help alleviate roadway congestion, and reduce greenhouse gas emissions within the city.

The low-density development pattern within PA-3 prohibits the St. Lucie County School District from providing school bus pick-up deep within neighborhoods. Instead, the typical pattern is that children travel (either walking, biking, or by car) from their neighborhoods to major corridors to catch the school bus. This requires that the St. Lucie County School District pick up children along major corridors, which creates safety issues, as students often are waiting where there are no sidewalks, bike racks, or shelters.

To improve safety and comfort at school bus pick-up/drop-off areas and alleviate traffic congestion in those locations, the concept of a bus stop with amenities or “superstop” is proposed. This concept should be deployed at strategic locations (in right-of-way or publicly-owned property) in close coordination with the St. Lucie County School District (see **Map 6-7**).

Figure 6-12: Multimodal Benefits (cont'd)



(Source: Sustainable Cities Collective)



(Source: Cincinnati Trans Forum)

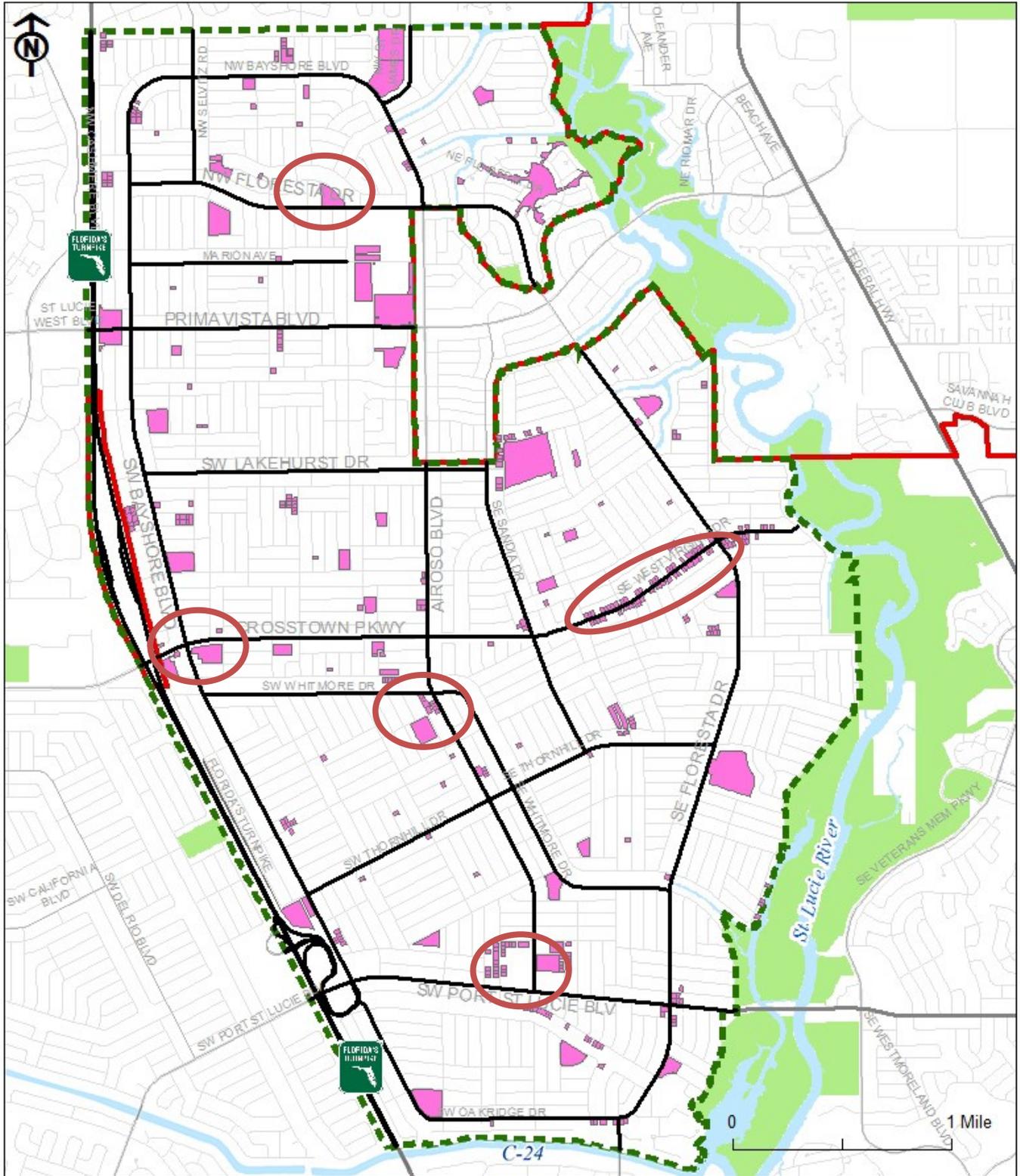


(Source: Treasure Coast Observer)



(Source: St. Lucie County)

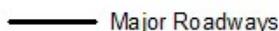
Map 6-7: Potential Superstop Locations



Planning Area 3

Bus Stop Corridors

February, 2016

-  Major Roadways
-  City Owned Land
-  Planning Area Boundary
-  Port St. Lucie City Limits



Successfully designing complete streets and connecting the multimodal transportation system will require the following action steps:

1. Develop performance measures for construction of bicycle/pedestrian facilities and report them at quarterly PAAC Meetings.

As noted in Section 6.5.1, the City has a logical and robust sidewalk construction program. To ensure that more community members become aware of the process and progress, the City should report on the number of feet of sidewalk constructed on a quarterly basis, the specific locations where they were installed, and what the work program will look like in the following three months. It also is recommended that the quarterly reports be posted on the PAAC website.

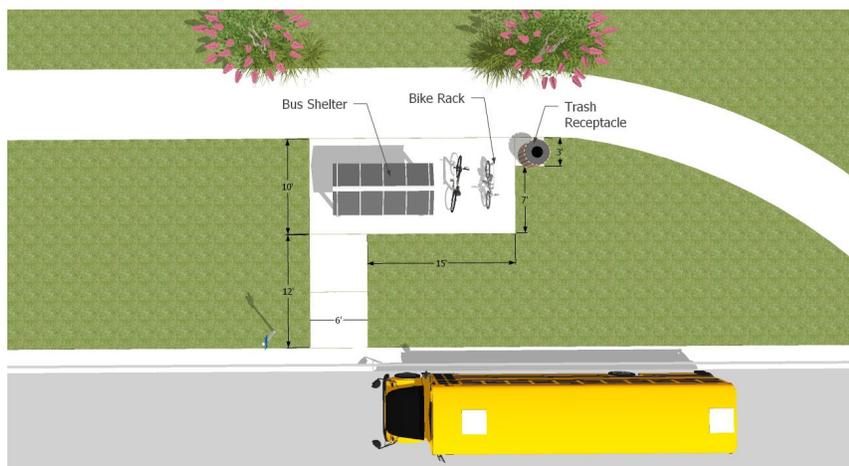
The Neighborhood Planning Division should be responsible for sharing any issues/priorities for new sidewalk construction with Public Works as appropriate. It will be the Neighborhood Planning Division's job to provide feedback to residents on project status.

2. Consider the creation of a funding process that would allow property owners to fund sidewalk construction by taxing themselves.

This process, already well-established with the funding of streetlights, could provide additional construction funding for the City to use to install sidewalks. It is recommended that the City identify local vendors who can complete the installation for sidewalk projects funded through this process. By retaining an outside vendor, the City will remain focused on implementation of its existing sidewalk program.

3. Collaborate with the St. Lucie County School District and to identify locations to develop a transit "superstop."

6-13: Prototypical Superstop Concept—Compact Model



The establishment of a pilot superstop project within PA-3 would provide a demonstration of the concept that would provide important information about location, design, and desired amenities to residents and City officials. If the concept is found to be successful, additional stops could be developed as funding becomes available. It will be important to coordinate these efforts with the School District and the Council on Aging to co-locate public transit and school transit facilities wherever possible/appropriate.

The first concept is a compact model which provides basic amenities (shelter, bike rack, trash receptacle) in a compact footprint to allow for flexibility in placement (See **Figure 6-13**).

The second concept is a standard model, which provides extra seating and bike racks, as well as a location for public art (see **Figure 6-14**). The final concept is the park and pick-up concept, which incorporates the amenities of the standard model, but also accommodates some surface parking for those parents who wish to pick-up/drop off their kids at the bus stop (see **Figure 6-15**).

4. Complete the Crosstown Parkway extension to Federal Highway (US 1).

The completion of the Crosstown Parkway extension was a project strongly supported by the community during the public involvement process. This project is seen as an important transportation connection and public recreation asset with its linear park features and multi-use trails.

5. Install sidewalks on Floresta Drive.

During the public involvement process the installation of sidewalks on Floresta Drive was considered an important priority as this is an important north/south connection in PA-3, and is dangerous for pedestrians and bicyclists.

Figure 6-14: Prototypical Superstop Concept—Standard Model

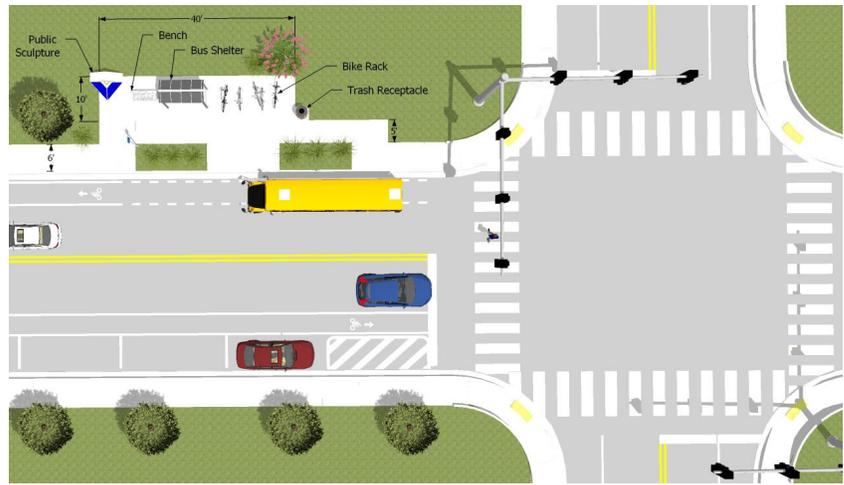
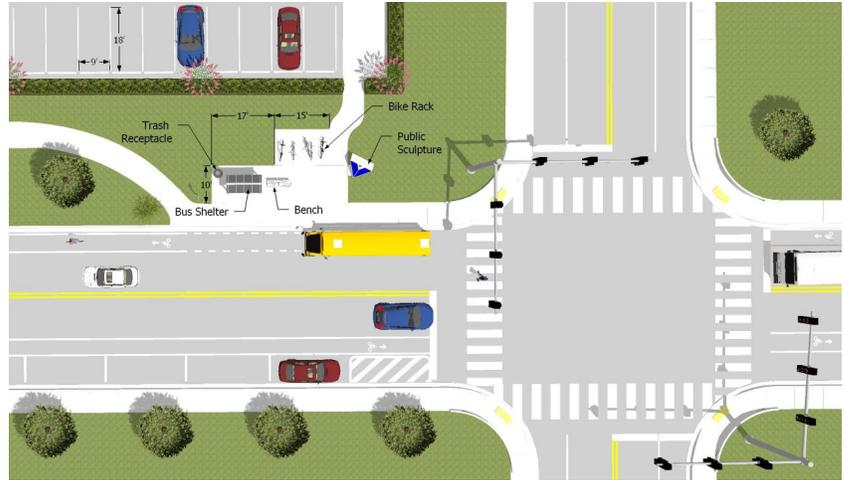


Figure 6-15: Prototypical Superstop Concept - Park and Pick-Up Model



6.5 Integrating Arts and Culture

The City of Port St. Lucie recognizes the importance of art as an integral element to enhance the quality of the visual environment, both natural and built, and, in so doing, add the quality of life and raise the level of citizen awareness of aesthetic experiences in their everyday lives. In April 2013, the City Council adopted Ordinance 13-18 to create Chapter 162, Art in Public Places in the Land Development Regulations (LDR).

Public art in PA-3 will add visual and cultural identity to the Plan Area and its neighborhoods, creating a unique sense of place and distinction, enjoyment, and pride for local residents and visitors. The goal is to create a stimulating environment that reflects and enhances the heritage, diversity and character of PA -3 through public artworks integrated in the architecture, infrastructure, and landscape and to celebrate the community's cultural expression and heritage.

The following art and culture strategies comply with Section 162, LDR, subject to the Public Art Fund.

6.5.1 Public Art Opportunities

Public art can contribute to the visual identity of PA-3 to strengthen civic connectivity and create local points of pride. These projects create a visual language that helps make the places that connect PA-3 neighborhoods identifiable and unique, and the places could be considered “common grounds” for residents of PA-3—places where neighborhoods come together through recreation and social activities or that provide threads that enable people to move from one neighborhood to the next. These places include infrastructure systems that link different parts of the PA-3 (entry arterials, walking streets, multi-purpose trails, canal trails, parks, stormwater facilities) or facilities that touch and knit together multiple neighborhoods (special parks and recreation facilities) (see **Figure 6-16**).

Successfully integrating arts and culture will require the following action steps.

Entry Arterials

Entry arterials represent the primary gateway roadways that traverse PA-3 and offer the best opportunities to create a sense of entry and identity within the community. These should be major roadways within PA-3, which is important for several reasons:

Figure 6-16: Examples of Public Art



(Source: Council on Culture & Arts for Tallahassee/Leon County)



(Source: Douglas Kornfeld)



(Source: Public Art Network)

- Arterials typically have larger right-of-way, which provides more opportunities for public art installations.
- Arterials are heavily-traveled by those living/working within PA-3 and outside of it. These roadways offer excellent exposure for public art installations and provide the greatest potential impact for defining community identity.
- Investment in transportation and streetscape improvements are much more likely to occur on major arterials, providing additional opportunities to integrate public art into streetscape design from the early stages.
- Major arterials provide street lighting, which provides opportunities to illuminate art pieces or provide illuminated art.

1. Identify entry arterials within PA-3 where streetscape improvements will be integrated with public art features.

Potential entry arterials within PA-3 include the following:

- Port St. Lucie Boulevard
- Crosstown Parkway
- Prima Vista Boulevard
- Airoso Boulevard
- Bayshore Boulevard

2. Once the entry arterials are identified, create an action plan for integrating public art at key locations.

- Identify upcoming roadway projects on designated entry arterials that include improved/enhanced streetscape improvements and collaborate with the appropriate departments (City, County, FDOT) to ensure that an artist is included on the streetscape design team. Based on his/her work as part of the team, the artist can create unique streetscape elements or site-specific works to be located along the street. Additionally, the team may identify platforms for temporary artwork.
- Develop a public art grant program to help encourage the development/installation of locally-developed art along the entry arterials.

Walking Streets

Walking Streets represent corridors with which residents most commonly interact during their daily lives. These are the local streets that connect homes to parks and neighborhood commercial centers and typically provide reduced traffic,

Figure 6-16: Examples of Public Art (cont'd)



(Source: City of Clive, IA)



(Source: Public Art Directory)



(Source: Clearwater Art Alliance)

increased pedestrian opportunities, as well as opportunities to interact with neighbors. These neighborhood streets are less likely to be subject to major infrastructure projects and may or may not have street lighting. However, they do provide opportunities within individual sub-areas to create some unique identifying features, and to allow for some temporary creative expressions.

1. **Identify Walking Streets within PA-3 where neighborhood public art installations (permanent and temporary) can be integrated.**
2. **Partner with TCC to install art at bus stops and other transit facilities.**
3. **Coordinate with civic organizations or local schools for street paintings or bench projects. These could be permanent or temporary installations.**
4. **Develop a wayfinding system to include platforms for displaying temporary artworks.**
5. **Encourage property owners to install two-dimensional works of art on their buildings or construct temporary projections or other projects.**
6. **Organize an annual, curated temporary art exhibition at the Port St. Lucie Community Center or other public venues.**
7. **Fund the design and installation of decorative transformer/signal box wraps.**

City Trails

Multi-use paths, greenways, blueways, and other trail facilities provide excellent opportunities for integrating public art. Artworks considered along these facilities could range from artist designed infrastructure (lighting, wayfinding, etc.) to site-specific works in key locations.

1. **Identify key nodes along the existing/planned trail network that would allow for public art opportunities.**

Artwork along trails will have the most impact at “nodes,” places where trails intersect with important destinations or environmental or cultural features. Public art installations (whether permanent or temporary) at these locations would help build identity while also potentially serving as wayfinding elements. Potential nodes include:

Figure 6-16: Examples of Public Art (cont'd)



(Source: City of Charlotte and Mecklenburg County, NC)



(Source: Isadora Art and Photography)



(Source: Bradenton Downtown Development Authority)



(Source: American Trails)

- Sportsman’s Park
 - Fred Cook Park
 - Kiwanis Park
 - Canal Park and Boat Ramp
 - River Park Marina
 - Port St. Lucie Community Center
 - City Hall
 - Northport K-8 School
 - Bayshore Elementary School
 - C-24 Canal Path
2. **Work with Parks and Recreation Department staff to create a work plan for public art on trails so that art projects can be commissioned in a strategic way (construction schedules and planned projects).**
 3. **Work with artists to identify a series of public art projects throughout the trail system that relate to one another and that can be implemented over time, such as a series of kiosks, trail markers, shade structures, bridge railings, or another group of serial works designed by artists.**

Stormwater Facilities

Stormwater facilities provide an excellent opportunity for passive parks and sites for public art. Artists could be involved developing site-specific works of art for stormwater management parks that enhance appreciation of the waterways and/or make visible the stormwater management processes for educational purposes.

1. **With the construction of new stormwater facilities, set aside design/construction money for the purpose of integrating public art.**

Parks and Recreation Facilities

Existing/future parks and recreation facilities provide an excellent opportunity for the integration of public art pieces.

1. **With the construction of new parks, the City should set aside design/construction money for the purpose of integrating public art.**

Artists should especially consider possibilities for incorporating art into the civic elements of the facilities, such as entryways, gathering places, and circulation areas, so the art can be experienced by all who visit the facility.

2. **Ensure that the provision of public art in parks is addressed as part of the Parks and Recreation Master Plan.**

Figure 6-16: Examples of Public Art (cont’d)



(Source: Trails WA)



(Source: Council on Culture & Arts for Tallahassee/Leon County)



(Source: Pennsylvania State University)



(Source: Art Daily)

Other Public Art Opportunities

1. The PAAC should collaborate to seek out potential temporary/permanent art within PA-3 such as the following:
 - Portable street art – exhibit art at various locations, at different times/seasons, and during special events
 - Murals

6.5.2 Cultural Activities

Cities are cultural destinations, providers of exemplary quality of life, networks for new ideas, centers of economic vitality, and magnets for new residents. Planning culturally describes a commitment to realize the impacts of culture as indispensable tools for achieving broad civic objectives. The following recommendations seek to address gaps in PA-3 relating to cultural service delivery, expanded participation, broadened impact of culture, and identification of new opportunities (see **Figure 6-17**).

1. **Link PA-3 to other planning areas and neighborhoods and to the Activity Center.**
2. **Implement programs, grants, marketing, outreach and partnerships that attract artists, visitors and residents from one neighborhood to experience another neighborhood.**
3. **Provide neighborhood connections with Active Center festivals; marketing, programming, and partnerships with local cultural initiatives that link major festivals with neighborhood initiatives.**
4. **Do-it-yourself joint collaborations — guidelines, tools, and resources for marketing, programming, and hosting events.**
5. **Coordinate with festival organizers and cultural association/clubs to understand, share, and collaborate on sustainable models for neighborhood festivals.**
 - Atlantic India Association
 - Caribbean American Cultural Group
 - Friendly Sons and Daughters of Ireland
 - Italian American Club of the Treasure Coast
 - Polish American Social Club

Figure 6-17: Examples of Cultural Activities



(Source: Puerto Rican Association for Hispanic Affairs)



(Source: Port Saint Lucie Sons of Italy)



(Source: TCPalm)



(Source: Alachua County Visitors & Convention Bureau)

- Port Saint Lucie Sons of Italy
 - Portuguese American Cultural Club of Port St Lucie
 - Puerto Rican Association for Hispanic Affairs
 - Spanish American Club
 - Other associations/clubs
6. **Maximize people’s opportunity to participate in arts and culture.**
 7. **Improve the use of the Port St. Lucie Community Center to enhance cultural participation.**
 8. **Implement cultural activities at the Port St. Lucie Branch Library in cooperation with St. Lucie County.**
 9. **Develop youth arts conferences and provide dedicated space featuring youth-only art.**
 10. **Enhance transportation to and between neighborhood cultural venues.**
 11. **Provide older adult outreach with targeted marketing and increased accessibility for older adults to participate in cultural events.**
 12. **Develop family- and child-friendly programming and exhibits with curricula for early learning programs.**
 13. **Increase cultural spaces in every neighborhood.**
 - Revise zoning and licenses to allow for cultural uses to populate vacant and underused commercial and industrial spaces and foster new districts of cultural uses.
 - Permit pop-up cultural spaces in underused storefronts.
 - Donate/lease vacant land or buildings to arts groups, artists, or community cultural groups.
 - Conduct a comprehensive space inventory for cultural uses.
 - Collaborate among neighborhood spaces and parks and local cultural organization responsible for activating the space with cultural initiatives.

Figure 6-17: Examples of Cultural Activities (cont’d)



(Source: Youth Arts Group)



(Source: Choose Tallahassee)



(Source: Charleston Regional Development Alliance)



(Source: Notre Dame College)



BAYSHORE BUSINESS DISTRICT

7.0 BAYSHORE BUSINESS DISTRICT

In addition to the overall neighborhood planning effort, the City has requested that a more detailed assessment be completed for the Bayshore Business District (previously known as the Crosstown Business District) to identify specific improvement projects/programs and to develop the framework for a potential overlay district that could help guide the look and feel of future development/redevelopment within the Bayshore Business District in the coming years. An overlay district is established for a specific geographic area in which additional land use/zoning requirements are applied or incentives are included in addition to the underlying zoning code to account for unique conditions or to accomplish a specified goal.

The Bayshore Business District Study Area boundary is limited to a specific area along and adjacent to Bayshore Boulevard, Biltmore Street, and South Macedo Boulevard between Prima Vista Boulevard and Port St. Lucie Boulevard. The District is approximately 2.5 miles in length north to south and contains approximately 200 acres (see **Map 7-1**).

7.1 Existing Conditions and Observations

This section provides a general overview of the Bayshore Business District, the direction received from the public, existing and future land use issues, and parking concerns that are inhibiting the desired development. Recommendations to improve the District and guide the amending of the City's Land Development Code through the creation of an "overlay district" are provided. These recommendations will help the City to accomplish the desired development, further physical unification, and enhance the success of the District.

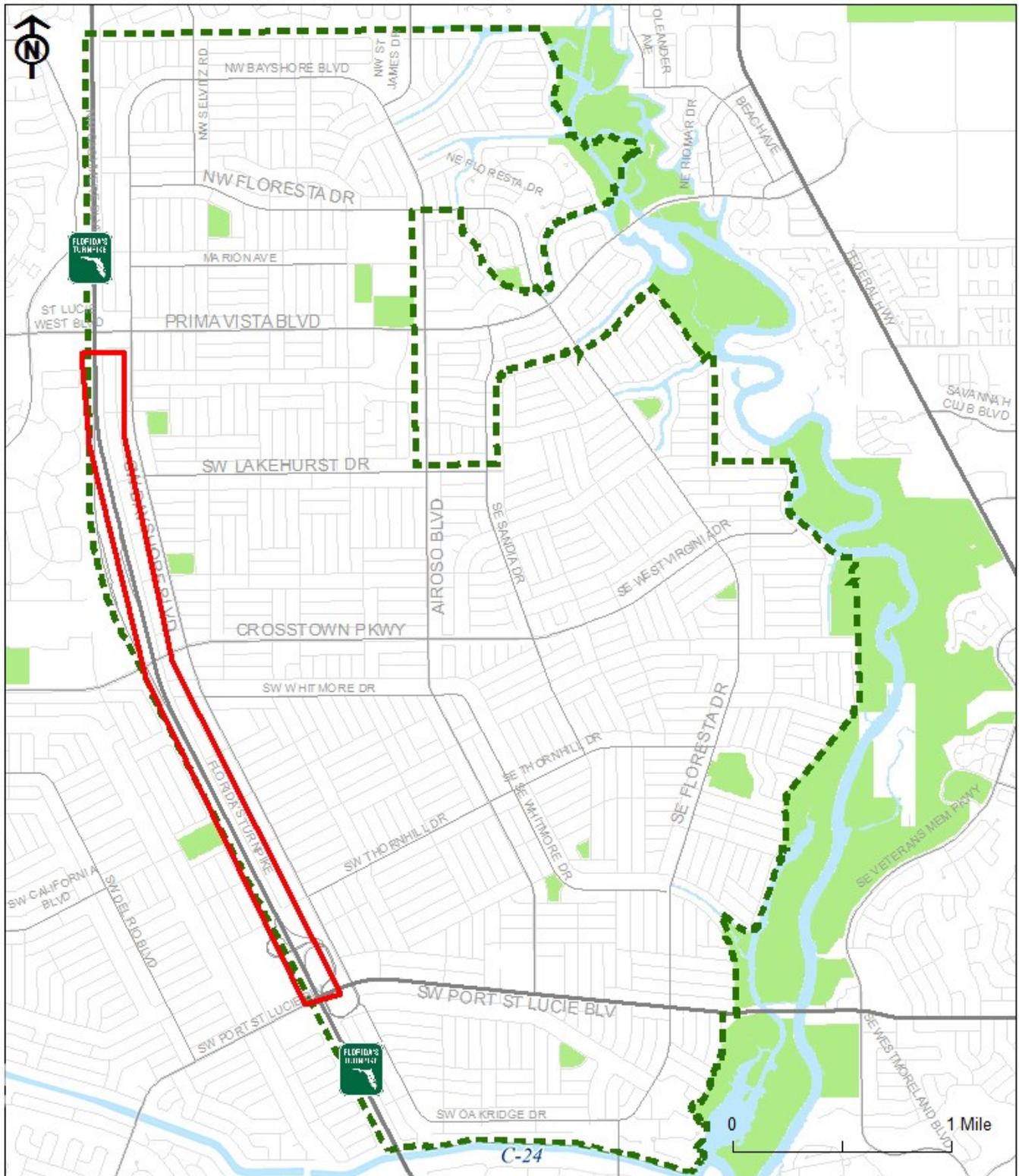
7.1.1 Overall Description of Bayshore Business District

The District is unique within the city providing a mixture of commercial, industrial, and warehouse uses with easy access to Florida's Turnpike (see **Figure 7-1**). Other areas in the city have similar uses, specifically along Commerce Center Drive, Enterprise Drive, Peacock Boulevard, and Village Green Drive. However, these areas are not as concentrated and protected, which makes the Bayshore Business District distinctive and worth protecting and strengthening.

Figure 7-1: Business District Character



Map 7-1: Bayshore Business District



Planning Area 3
 Bayshore Business District
 February, 2016

-  Planning Area Boundary
-  Bayshore Business District



7.1.2 Community Direction

On September 29, 2015, a focus group was held to gain a deeper understanding of the Bayshore Business District's assets, challenges, and opportunities. This meeting included a contingent of members from the local Business District Association, which includes property owners and business owners within the area. The general comments and guidance from the meeting can be used in the development of a vision for the overlay district and for identifying specific improvement projects and programs, such as the following:

- Change name from Crosstown Business District to Bayshore Business District.
- Create an identity and brand for the Bayshore Business District.
- Address code compliance/safety issues.
- Identify opportunities for parking improvements.
- Make street lighting improvements.
- Make signage improvements.
- Make revisions to the site and building design standards to be more business-friendly (i.e., landscaping, signage, parking, pedestrian access, entryways, façade treatments, etc.)

7.1.3 Land Use

The City of Port St. Lucie's existing land use, future land use, and zoning were reviewed to reach a reasonable understanding of the pattern of development activity within the Bayshore Business District, identify whether existing land uses are permitted under current zoning regulations, assess whether surrounding uses are compatible with each other, and determine whether certain uses assist or deter development activity.

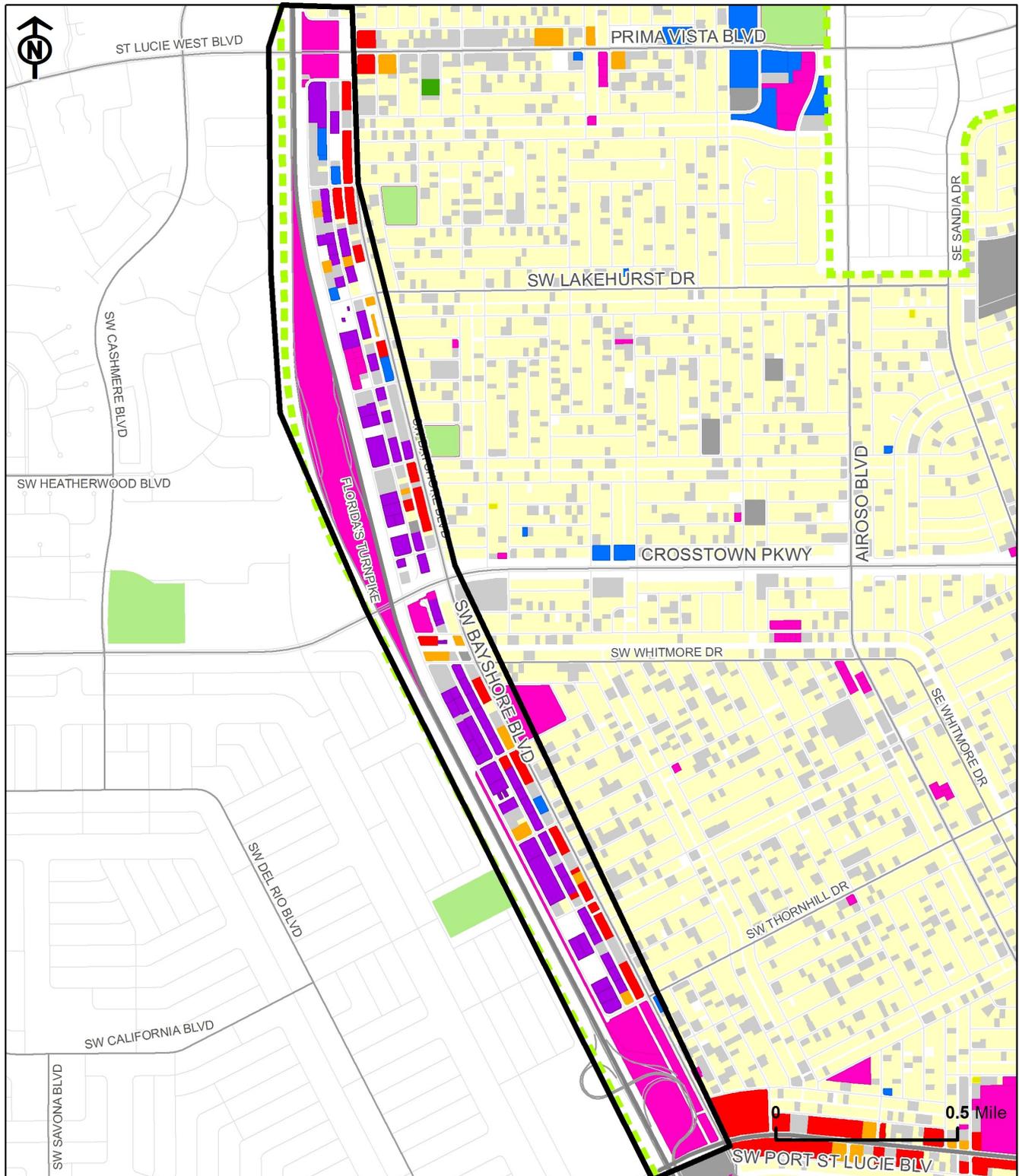
7.1.3.1 Existing Land Uses

The existing land uses within the Business District comprised largely industrial, commercial, and governmental (primarily utility corridors) uses, with some residential uses scattered within. There are single-family homes adjacent to the District along the eastside of Bayshore Boulevard that face commercial uses. To ensure the long-term compatibility of these uses, special consideration will need to be made along the Bayshore Boulevard frontage to enhance transitions. These residential uses need to be protected from the functional and visual impacts (see **Map 7-2** and **Figure 7-2**).

Figure 7-2: Existing Land Uses



Map 7-2: Existing Land Use within the Bayshore Business District



Planning Area 3
Bayshore Business
District - Existing Land Use
 January 2016

- | | | | |
|---------------|------------|----------------------|----------------------------|
| Vacant | Commercial | Institutional | Planning Area Boundary |
| Single Family | Office | Parks and Open Space | Bayshore Business District |
| Multi Family | Industrial | Governmental | |
| | Utility | | |



Table 7-1 summarizes the total acreage of residential and non-residential uses, as well as vacant properties within the Business District.

Table 7-1: Total Acreage within Bayshore Business District

Total Acreage	Vacant Properties	City Properties	Non-Residential	Single-Family Residential
182.77	30.42	26.98	120.26	5.11

The County Property Appraiser database shows the following non-residential and vacant non-residential parcel sizes within the Business District, which are primarily less than 1 acre (see **Table 7-2** and **Map 7-3**). These are very small parcel sizes for non-residential development and may be inhibiting development.

Table 7-2: Non-Residential and Vacant Non-Residential Parcel Sizes within Bayshore Business District

Parcel Size	Non-Residential	Vacant Non-Residential
Parcels less than 1 acre	168	50
Parcels between 1 and 2 acres	34	3
Parcels greater than 2 acres	8	0

Through the proposed overlay, it will be important to encourage land use conversion to consolidate smaller parcels into viable commercial and industrial developments to accommodate onsite requirements, such as parking, storage, loading, buffers, etc. (see **Figure 7-3**). Additionally for the adjacent residential uses along Bayshore Boulevard, it will be important to protect views and maintain transitions (see **Figure 7-3**).

7.1.3.2 Future Land Use

Based on the City's Future Land Use Map (FLUM), the predominant future land uses within the District are Light Industrial/Service Commercial, General Commercial, Highway, and Utility (see **Map 7-4**). The maximum intensities as specified in the FLUM include the following:

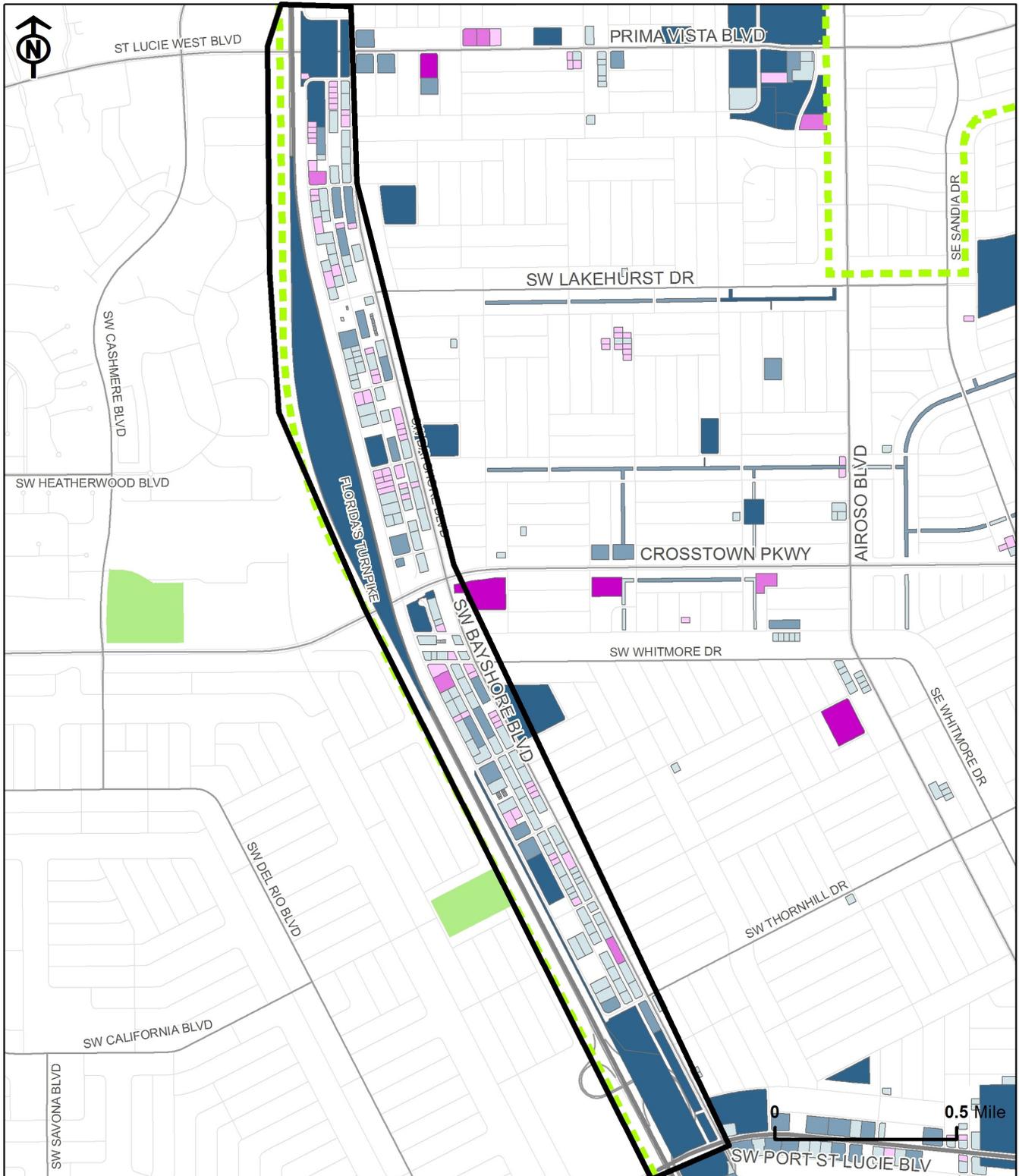
- General Commercial (CG) – 40% coverage
- Service Commercial (CS) – 40% coverage
- Light Industrial (LI) – 50% coverage

According to the FLUM, the east side of Bayshore Boulevard will continue to be Low Density Residential with a density of 1–5 dwelling units per acre (see **Map 7-4**). As a result, the commercial uses along Bayshore Boulevard need to complement the adjacent residential neighborhood in terms of building scale, buffering, streetscaping, access management, and parking placement.

Figure 7-3: Site Constraints and Buffering



Map 7-3: Non-Residential and Vacant Non-Residential Parcel Sizes within Bayshore Business District

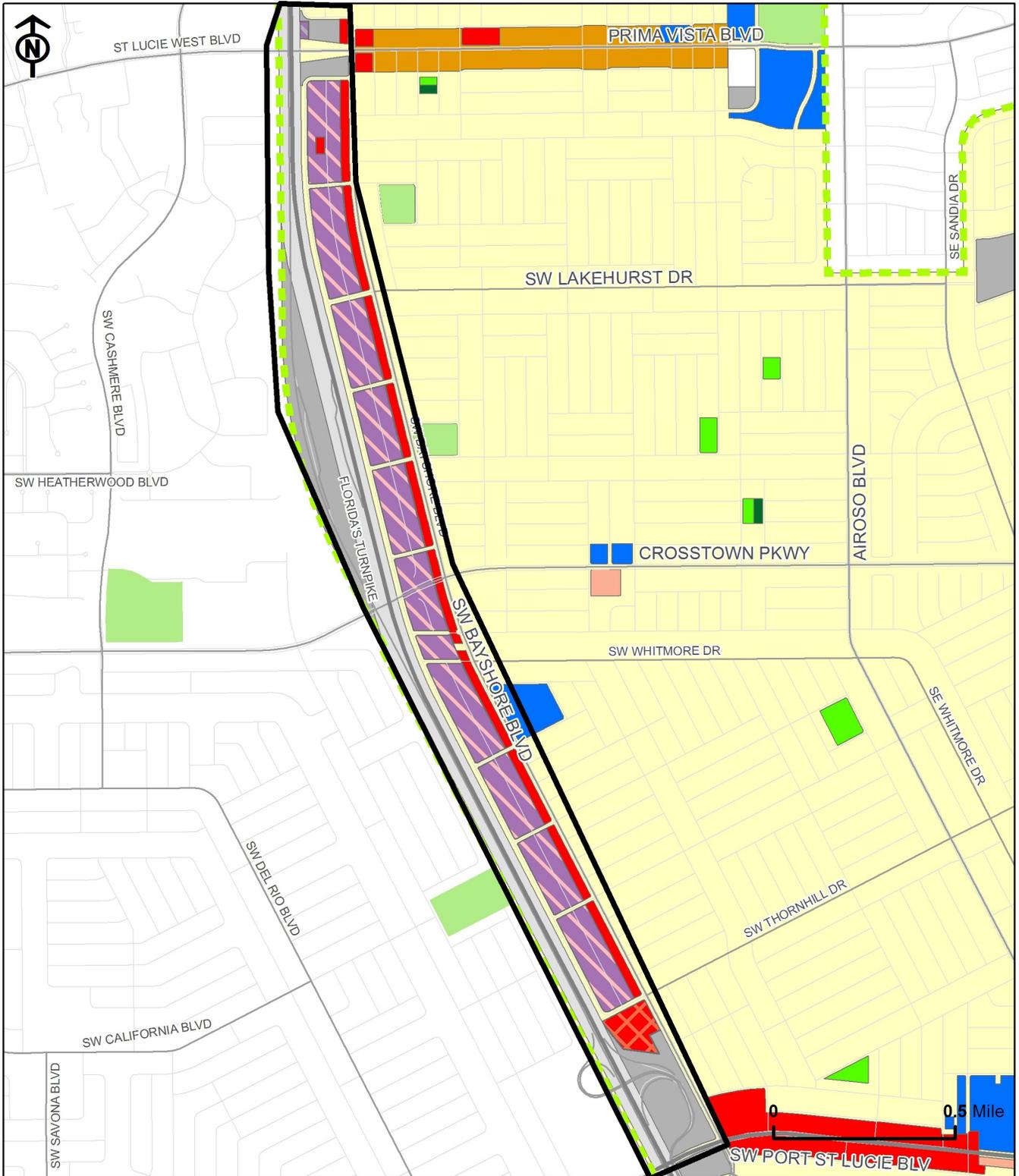


Planning Area 3
Bayshore Business District -
Non-Residential Parcels
 January 2016

Vacant, Non-Residential Acres		Non-Residential Acres		Planning Area Boundary
Less than 1	Between 1 and 2	Less than 1	Between 1 and 2	Bayshore Business District
Greater than 2		Greater than 2		



Map 7-4: Future Land Use Designations within Bayshore Business District



Planning Area 3
Bayshore Business
District - Future Land Use
 January 2016

- | | | |
|---------------------------------------|-------------------------------------|--------------------------|
| General Commercial | Highway | Open Space - Recreation |
| General Commercial/Highway Commercial | Institutional | High Density Residential |
| Limited Commercial | Light Industrial/Service Commercial | Low Density Residential |
| Mixed Use | Open Space - Conservation | Utility/Light Industrial |
| Residential, Office & Institutional | Open Space - Preservation | Utility |
| | Bayshore Business District | |



7.1.3.3 Zoning Designations

The existing zoning within the Bayshore Business District comprises largely Service Commercial, General Commercial, Industrial, and Institutional (primarily utility corridors) classifications. There are some single-family residential zonings scattered within the District. Single-family Residential zoning also is adjacent to the District along the east side of Bayshore Boulevard, which faces onto the Commercial zoning district (see **Map 7-5**). The commercial zoning acts as a transitional buffer from the service commercial and industrial on the west side and the single-family residential on the east side of Bayshore Boulevard. It also provides for some retail and restaurant uses that serve the neighborhood.

The existing zoning requirements for non-residential zonings are suburban in nature and cater to vehicular use. The standards include buildings set back from the street (minimum 25-ft front setback), with parking lots adjacent to the sidewalk, and limited pedestrian access. This is particularly an issue with the commercial/retail buildings along the west side of Bayshore Boulevard, which is a corridor that has pedestrian facilities (sidewalks, street lighting) and where adjacent uses across the corridor are residential in nature (see **Figure 7-4**).

7.2 Land Use Conversion Manual

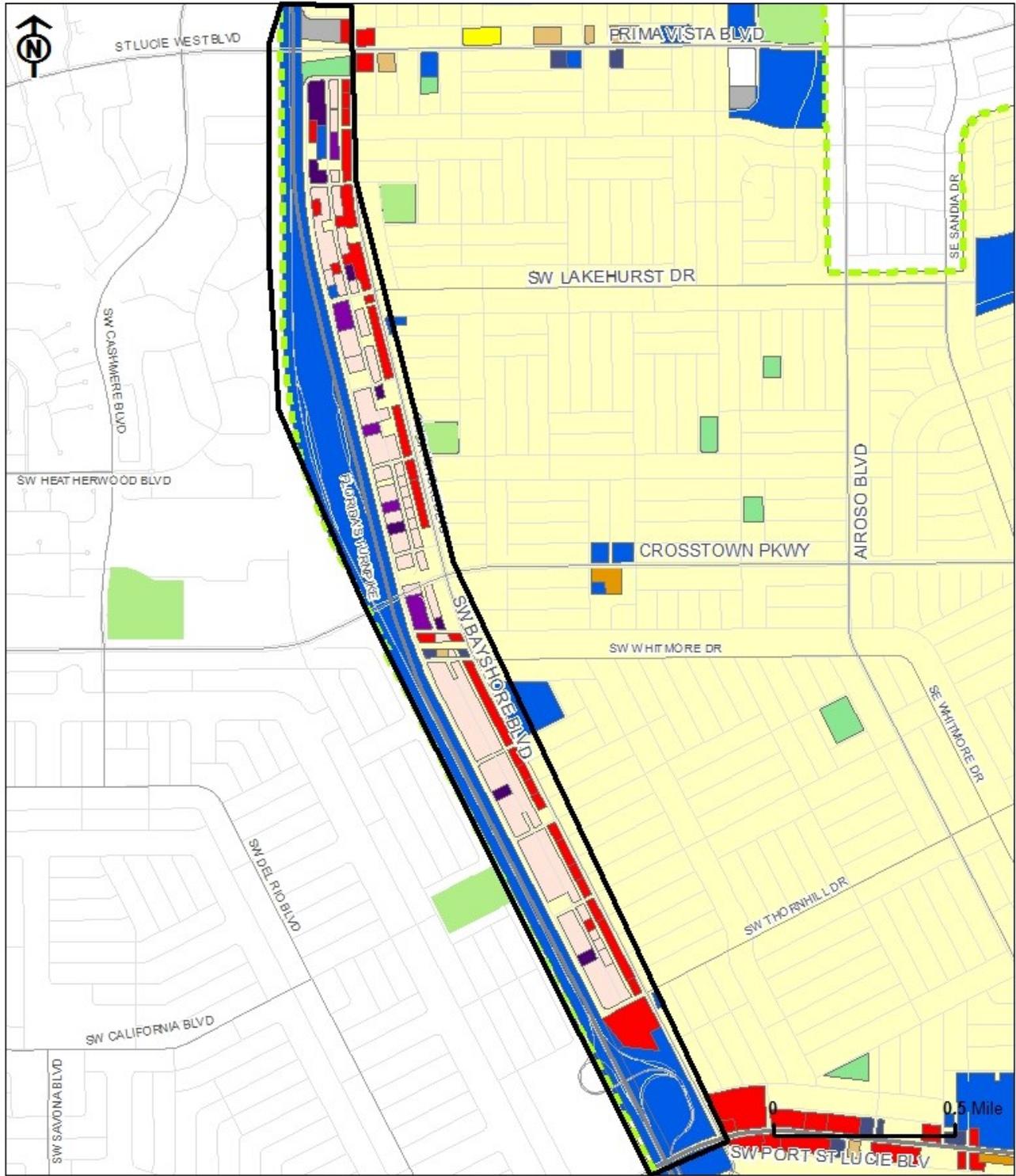
The dominant land pattern use in Port St. Lucie is low-density residential development. In the original design for the City, sufficient land was not set aside for commercial uses and/or industrial uses to meet the needs of future populations. In the 1980s, the City adopted a program for converting single-family platted lots along major roadways to non-residential uses. The *City of Port St. Lucie Conversion Manual* was adopted in 1984 to accommodate and modernize antiquated subdivisions. Under the conversion process, the City processed zoning amendments to change the land use along designated segments of roadways. Depending on the conversion plan for the area, the land use would either be commercial, professional, industrial, or multi-family. Within these conversion zones, assemblage of single-family lots would be encouraged to create larger parcels suitable for development of non-residential uses.

Land use conversion areas have been identified in the Bayshore Business District, which has enabled the consolidation of smaller parcels to viable commercial and light industrial uses (see **Map 7-6**).

Figure 7-4: Suburban Character



Map 7-5: Zoning Designations within the Bayshore Business District



Planning Area 3

Bayshore Business District - Zoning

February, 2016

- | | | |
|--|---|---|
| ■ General Commercial | ■ Neighborhood Commercial | ■ Service Commercial |
| ■ General Use | ■ Open Space - Conservation | ■ Single-Family Residential |
| ■ Industrial | ■ Open Space - Recreational | ■ SLC Industrial |
| ■ Institutional | ■ Planned Unit Development | ■ Utility |
| ■ Limited Mixed Use | ■ Professional | ■ Warehouse Industrial |
| Bayshore Business District | ■ Planning Area Boundary | |



Map-7-6: Land Use Conversion Areas



Planning Area 3

Bayshore Business District - Land Use Conversion
 January 2016

- Light Industrial / Service Commercial (26)
- Light Industrial / Service Commercial (25)
- General Commercial (21)
- General Commercial (20)
- General Commercial (22)
- Planning Area Boundary
- Bayshore Business District
- Light Industrial / Service Commercial (20A)



7.3 Parking Concerns

Generally, Port St. Lucie has sufficient capacity for public and private parking. There is a park-and-ride lot within the Bayshore Business District located on 1918 SW Bayshore Boulevard, at the intersection of Chandler Terrace, two blocks north of Port St. Lucie Boulevard (64 parking spaces). All parking is provided on-site by businesses/property owners based on City parking regulations. In addition to the provided on-site parking, there appears to be a mixture of formal and informal parking facilities within and around the District (see **Figure 7-5**). As discussed during the focus group meeting, this mix of parking causes confusion for business owners, employees, and customers. Some key issues identified include the following:

1. Existing on-site parking areas currently are being used for active uses of the business (e.g., auto repair work, dismantling, etc.). A quick search identified that one of the primary business types within the area is vehicle repair/service, with 40+ of these businesses located in the District. These include motorcycle repair, boat repair, auto repair, small engine repair, etc. Each needs parking for customers, employees, and the vehicles being worked on at any given time. These competing demands can cause challenges.
2. Many businesses within the District use parking areas for open storage of various kinds.
3. There is no formal striped street parking, yet a significant amount of parking occurs within the swales/ditches of streets in the District, particularly Biltmore Street. There was a strong feeling that on-street parking should not be allowed on Biltmore due to the narrow street.
4. As noted, there are a number of retail uses in the District in addition to the service commercial/light industrial uses. There is less intermixing along Bayshore Boulevard where the conversion option is to General Commercial (CG) and where access and visibility have made the area mostly retail. However, west of the Bayshore Boulevard frontage are a number of areas in which retail is intermixed with other uses. Retail has a much higher parking demand than these other industrial/commercial uses, as customers depend on easy access to make their purchases. The intermixing of uses has created challenges for providing those customers with adequate parking while also providing outdoor storage and parking areas needed for service/commercial uses.

There is a need for parking improvements within the Bayshore Business District to ensure that current/future users have adequate parking.

Figure 7-5: Bayshore Business District Parking Issues



7.4 Recommendations for Physical Improvements and Programs

The City in coordination with the Bayshore Business District Association will create a vision and identity for the District and identify physical improvements and programs, such as code compliance, public safety, parking, signage and street lighting (see **Figure 7-6**). The following identifies potential projects and programs for the District. These are preliminary recommendations designed to identify areas that should be addressed through policy/regulatory changes, and they should be considered as guidance only.

7.4.1 Vision

1. **Adopt a vision for the Bayshore Business District to clarify the intent of the planning activities and focus efforts on smart, achievable, and incremental goals to deliver results.**
2. **Propose a vision for discussion such as:**

“The vision for the Bayshore Business District is to create a unique identity to protect, improve, and sustain a positive business environment through a variety of mixed-use and flex spaces that offer a one-stop shopping destination with ample parking and safe, well-lit streets.”

7.4.2 Identity

1. **Based on the vision, establish a unique identity to promote the District through branding and marketing programs.**
2. **Create a logo, branding package, and website for the District.**
3. **Use the established brand on literature, banners, gateways, street name signs, wayfinding systems, and all types of promotional campaigns.**
4. **Create a business guide and listing and accompanying website to allow for potential customers to identify businesses in the area.**
5. **Create a business recruitment package that is updated regularly with a listing of available properties, maps, and building profiles.**

Figure 7-6: Business District Vision

Commercial



(Source: ARLnow.com)

Industrial



(Source: Chromalloy)



(Source: LoopNet)

6. Encourage the Bayshore Business District Association to organize “open house” style events that will showcase the variety of businesses located there.

7.4.3 Code Compliance/Public Safety

1. Increase code compliance activities and establish a code compliance liaison to coordinate directly with the Bayshore Business District Association to be proactive in correcting code violations, particularly relating to parking, storage, landscaping, and building and yard maintenance issues.
2. Coordinate with the Fire Department Outreach Coordinator to conduct fire safety audits of the District and install proper placement of business address signs.
3. Coordinate with the Police liaison to conduct safety audits of the District, reduce crime, and enhance public safety using Crime Prevention Through Environmental Design (CPTED) techniques.

7.4.4 Parking Improvements

There is a need to identify new parking opportunities to ensure that current/future users have adequate parking. Potential parking improvements may include the following facilities.

1. Explore locations for potential remote employee parking lots at strategic locations, approximately one for every street block along or adjacent to Biltmore Street (where possible) with pedestrian connections. Develop partnerships with private property owners.
2. Formalize permeable overflow angle parking with concrete stops at strategic locations along the west side of Macedo Boulevard.
3. Prohibit parking at all times along interior streets of the District.

7.4.5 Public Realm Improvements

1. Develop a signage/wayfinding plan to unify the corridors within the District. Coordinate with private property owners where needed to identify locations for signage.
2. Promote the District through designing and implementing gateways, banners, street name signs, and wayfinding system (see Figure 7-7). Gateways and wayfinding signs could be located at major entry nodes into the District. Major entry nodes include the following:

Figure 7-7: Public Realm Improvements



(Source: Akers Signs)



(Source: A Bubbling Cauldron)



(Source: Sanford Herald)



(Source: City of Winter Park, FL)



(Source: Aurora Flags and Banners Inc.)

- Bayshore Boulevard and Macedo Boulevard
- Bayshore Boulevard and Lakehurst Drive
- Bayshore Boulevard and Grove Avenue
- Bayshore Boulevard and Whitmore Drive
- Bayshore Boulevard Thornhill Drive

3. **Create decorative intersection treatments at the major entry nodes to unify District corridors. Intersection treatments could integrate the Bayshore Business District Association logo into the design.**
4. **Provide crosswalks across Bayshore Boulevard to connect adjacent residential neighborhoods to the retail uses. In addition to the crosswalks at the entry nodes, other crosswalks and mid-block refuge islands may be considered on neighborhood streets.**
5. **Establish a street lighting district to fund streetlights to unify the District and improve public safety (see Figure 7-8).**

- a. The City will coordinate with Florida Power & Light (FPL) and the Bayshore Business District Association in developing a street lighting plan for the District.
- b. The City will send a map showing the boundaries of the proposed lighting area, a letter explaining the type of lighting, an approximate cost, a copy of the proposed street lighting plan, and the petition forms to the Bayshore Business District Association.
- c. The Bayshore Business District Association will circulate the petition among the property owners. The signatures obtained must constitute a majority (more than 50%) of the property owners.
- d. If the City confirms that the petition contains the necessary majority of signatures and all requirements have been met, the District will be scheduled for a public hearing to establish new street lighting district.
- e. The method of collection for funding of this special taxing district for street lighting is by special assessment. The assessment is added to property owner tax bills before the installation of lights. The funds are collected in advance for payment of the lighting bills.

Figure 7-8: Street Lighting Options



(Source: Morrison County Record)



(Source: Greenshine)



(Source: Landscape Communications Inc.)



(Source: Hapco)

7.5 Recommendations for Establishing an Overlay District and Potential Changes to the Land Development Regulations

To implement the public’s vision of a functional and orderly business district to accommodate future growth and development, the following recommendations provide a more detailed level of guidance for creating the Bayshore Business Overlay District and making changes to the City’s LDR.

7.5.1 Bayshore Business Overlay District

The overlay district establishes stand-alone regulations to resolve special development problems or needs in particular areas of a community, in this case the Bayshore Business District, as addressed in the previous sections. The main goals for the Business District should include the following:

- Promote Business District identity.
- Improve visual appearance and public safety.
- Provide new parking opportunities.
- Enhance property values.
- Promote economic development and redevelopment.

The process for establishing the Bayshore Business Overlay District include the following:

1. **The City will work with the Bayshore Business District Association and/or the PA-3 Advisory Committee to resolve, implement, and monitor the desired outcomes of the District.**
2. **The City will adopt an ordinance for the overlay district. The Overlay District Ordinance should provide the following components:**
 - Purpose Statement – Tie the overlay to the goals and objectives of the Comprehensive Plan, cite the public necessity behind the intent, and make a direct connection to protecting the public health, safety, general welfare, and aesthetics.
 - District Boundary Delineation – The District boundary should be delineated as simple and understandable as possible. Provide the information in a way the public can understand.
 - Special Definitions – Specialized standards likely will require specialized terminology that must be defined.
 - Standards for Review and Approval – The reviewing body (Bayshore Business District Association and/or PA-3 Advisory Committee) needs guidance concerning how to determine compliance. If there are no standards for review and approval, an ordinance may be struck down for vagueness or decisions may be overturned as being arbitrary and capricious.
 - Appeals Process – The term “hardship” must be carefully prescribed to address unique situations and avoid variances based on convenience rather than peculiar damages. The standing to appeal must be limited to “aggrieved parties” having direct and substantive claims to avoid groundless appeals.
 - Resolution of conflicting provisions – If the overlay intends to add new provisions above those existing in the underlying zoning districts, then it will be necessary to prescribe which set of standards takes precedence in case of a conflict.

3. **Administrative Costs** – Most overlay districts require staff to review and process site plan applications. Administrative reviews are faster than full public hearings that require posting signs and preparing newspaper ads and letters. The full cost of the public hearing process includes both the cost of staff to attend public hearings and staff time to review the outcome and process the approvals, denials, and appeals. If a review board reviews each application and holds public meetings, two or more public hearings may be required per application. Multiple reviews and re-applications add still more staff time and effort.

To implement the vision for the Bayshore Business District, the following recommendations provide a more detailed level of guidance for making changes to the City's LDR through the implementation of an overlay.

1. **Amend the LDR to provide for flex space or flex building to allow more business diversity within the District. This could be defined as:**

“Flex” Building – A building designed for occupancy by single or multiple undefined tenants in spaces designed to suit their varied needs including office space, research & development, showroom retail sales, light manufacturing research & development, and small warehouse and distribution uses. The tenants need significant amounts of fully-finished interior space and have employee densities that are higher than the traditional industrial tenant, although the tenant must still have some industrial component, such as warehousing, distribution, assembly, or manufacturing.

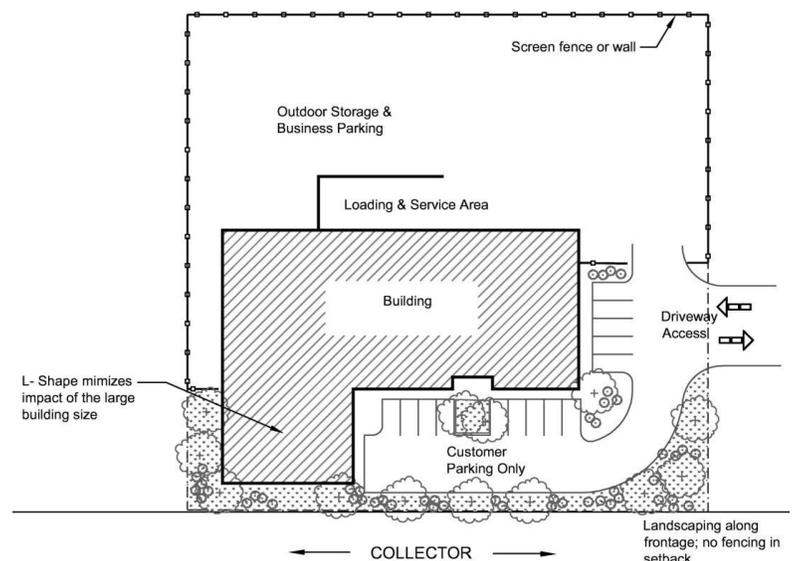
“Flex” buildings should plan for total parking at a ratio ranging between 3 and 4 spaces per 1,000 s.f.

2. **The site and building design, and signage must comply with the City of Port St. Lucie Design Standards manual in addition to the following requirements (to be further developed):**

- a. Due to the narrow lot configuration limiting the amount of space to accommodate parking, service areas, equipment storage, loading docks, or dumpster areas behind the principal building, the following site layout and screening requirements could be adopted for future redevelopment sites, where feasible.

- i. All parking lots located within the front half of the parcel or in front of the principal structure should only be used for parking of passenger vehicles and should include no more than 50% of the planned parking spaces (see **Figure 7-9**).
- ii. All service areas, equipment storage, loading docks, or dumpster areas should be, to the maximum extent achievable, located in the rear of the lot or behind the principal structure to avoid negative visual, auditory (noise), or physical impact to the residential neighborhoods (see **Figure 7-9**).

Figure 7-9: Location of Service/Storage Areas



- iii. Screening of Equipment and Utilities – Mechanical equipment located on the ground, such as air conditioning and heating units, satellite dishes, irrigation pumps, utilities lift stations and the like should be screened from public view (see **Figure 7-10**).

3. Potential funding sources/programs to enhance the revitalization of the District.

- a. Provide private investment grants for improvements to building facades, landscaping, signs, etc., which will require private matching 50/50 contributions.
- b. Apply for the Florida Community Development Block Grant (CDBG) funds to improve economic development and commercial/industrial revitalization of the District.
- c. Promote and provide incentives for “green” industries within the District for non-residential retrofitting/remodeling and new construction. Such incentives may include: reimbursement of permit and utility impact fees, fast tracking of site plan review, no cost certification, specific to the Florida Green Building Coalition (FGBC) standards, and “Go Green” recognition award.
- d. Provide incentives such as City-funded infrastructure improvements for private properties or by aggregating specially-targeted or adjacent lots with multiple owners to create a single owner.

Figure 7-10: Mechanical Equipment/Utilities



Figure 7-11: Trash Containers





PERFORMANCE MEASURES/ PRIORITIZATION

8.0 PERFORMANCE MEASURES AND PRIORITIZATION

This section of the Plan includes recommendations for performance measures that can be adopted to track plan implementation progress and a prioritization matrix that categories projects and initiatives into short-, medium-, or long-term.

8.1 Performance Measures

Performance measures are metrics that help the community, City staff, and elected officials track plan implementation progress over time. These measures can apply to a number of different areas of implementation, both qualitative and quantitative. Each PAAC is encouraged to develop the appropriate set of performance measures to track plan progress for each Planning Area.

8.1.1 St. Lucie TPO Performance Measures

The St. Lucie TPO recently adopted a series of performance measures to help track the successful implementation of the LRTP. The City should consider coordinating with the TPO to share data for the purposes of some of these measures. This is particularly relevant to this planning effort, as many of the recommendations are related to multimodal transportation. The following measures either have been pulled from the TPO document or are related to transportation and neighborhood planning:

- % of roadways with sidewalks and bike lanes
- % of transit stops with sidewalk access
- Lane feet of sidewalks
- Miles of fixed route transit service
- % of low-income, older adults, and persons with disabilities within ¼ mile of transit route
- Community walkscores
- Number of bicycle riders
- Number of fatalities/serious injuries—car/motorized
- Number of fatalities/serious injuries—bicyclist/pedestrian

8.1.2 Other Potential Performance Measures

Additional performance measures that should be considered to track the implementation of the Plan include the following:

- Attendance at PAAC Meetings
- Attendance at public workshops/forums
- Number of civic/neighborhood associations formed
- Civic/neighborhood association membership
- Number of events hosted by civic/neighborhood
- Grant dollars awarded by the City through its Neighborhood Grant Program
- Number of households in adopted street lighting/sidewalk funding districts

8.1.3 Conclusion

It is important to remember that selecting the appropriate performance measures is a very important step for the City and the PAAC as plan implementation begins. The measures selected should be relevant to the PAAC, and implementation of the plan and data should be readily-available and fairly easy to update and maintain. Measures can be very useful, particularly over the long term, but due to the work involved they often are not maintained. It is recommended that the PAAC and City adopt a mix of the measures listed in the previous sections to address both multimodal improvements and community engagement and capacity building.

Once the appropriate set of measures is selected, the City should publish them on the Neighborhood Planning Division website for easy public access. It is recommended that these measures be updated annually and reported at quarterly meetings of the PAAC.

8.2 Prioritization Matrix

The prioritization matrix on the following pages categorizes each of the major initiatives of the Plan as either short-, mid-, or long-term priorities. This matrix is designed to help build energy and enthusiasm by achieving small victories to increase momentum for implementation. Working with City staff, the PAAC should review and prioritize these priorities every year as they identify a work plan (see **Table 8-1**).

Table 8-1: PA-3 Prioritization Matrix

Activities	Short-Term (Years 1–3)	Mid-Term (Years 4–6)	Long-Term (Years 7+)
Building Identity			
Delineate sub-areas within PA-3			
Conduct public survey to identify preferred sub-area names			
Formally adopt sub-area names and include in LDR and Comprehensive Plan as appropriate			
Complete branding process to identify sub-area logos and wayfinding design			
Implement Banner Program along primary roadways			
Implement sub-area gateway signs adjacent to primary intersections			
Activity Centers			
Adopt Activity Center location and policies in Comprehensive Plan			
Implement passive park improvements and sidewalk loop at stormwater pond			
Expand plaza space south from Community Center to stormwater pond			
Complete sidewalk trail loop around Activity Center			
Add public art element near intersection of Port St. Lucie Boulevard and Airoso Boulevard			
Close driveway connecting to Port St. Lucie Boulevard and complete passive park adjacent to commercial development SW Corner			
Enhancing Recreation and Leisure			
Complete Parks and Recreation Master Plan			
Conduct Fitness Zone project on Crosstown Parkway			
Build Crosstown parking lot			
C-24 Canal Multi-Use Path			
Crosstown Trailhead			
Create grant program to provide technical assistance for community gardens			
Open community gardens in PA-3			
Connecting Multimodal Transportation			
Develop performance measures for construction of bicycle/ pedestrian facilities and report on them at quarterly PAAC meetings			
Update sidewalk prioritization process to include PAAC priorities			
Create funding process to allow property owners to fund sidewalks			
Identify locations of potential bus superstops			
Collaborate with St. Lucie County schools to implement superstops			

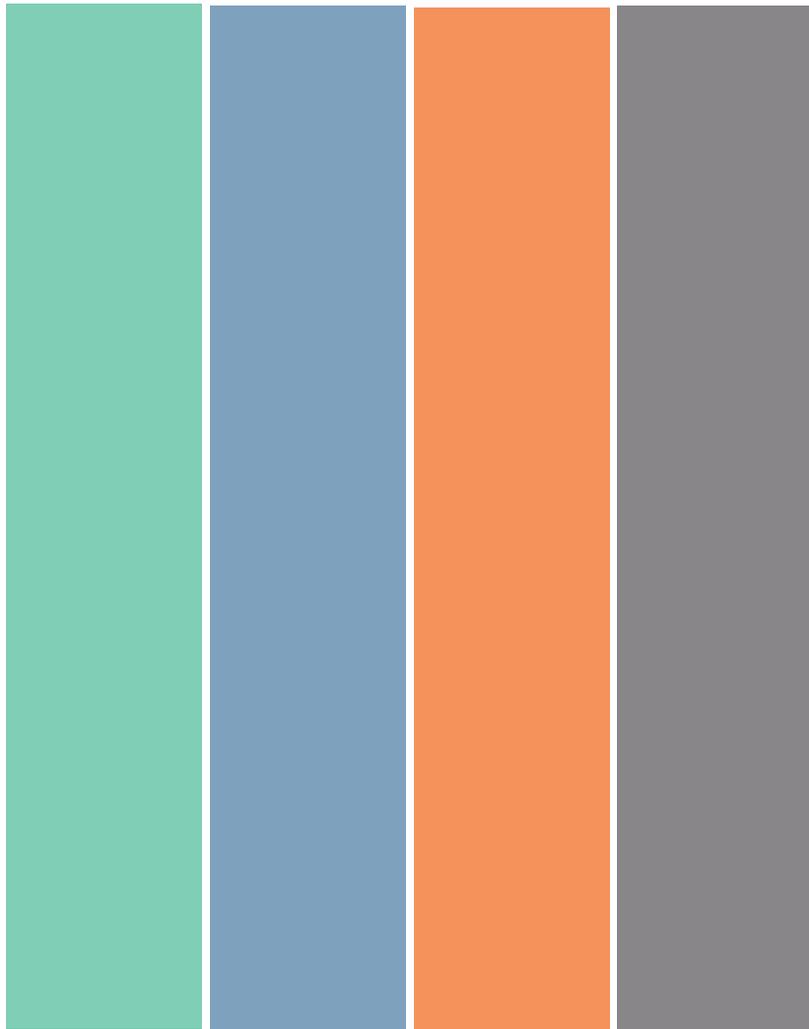
Table 8-1: PA-3 Prioritization Matrix (cont'd)

Activities	Short Term (Years 1–3)	Mid Term (Years 4–6)	Long Term (Years 7+)
Integrating Arts and Culture			
Identify entry arterials where streetscape improvements are integrated with public art features			
Create action plan for integrating public art on entry arterials			
Identify walking streets in PA-3 where public art installations can be integrated			
Partner with Treasure Coast Connector to install bus stops and other transit facilities			
Coordinate with civic organizations or local schools to conduct street and/or bench painting projects			
Fund design and installation of decorative transformer/signal box wraps			
Organize annual temporary art exhibition at Community Center			
Develop public art plan to identify locations for installations along existing/future trail network			
Adopt public art requirement for new stormwater ponds			
Have PAAC identify locations for neighborhood murals			
Identify opportunities for portable street art installations			
Coordinate community festivals with local cultural association/club in PA-3			
Conduct comprehensive space inventory for cultural uses			
Modify LDR to allow for flexible use of vacant space for art/culture activities			
Bayshore Business District			
Complete public involvement meeting series to discuss Plan recommendations and adopt vision statement			
Construct parking long adjacent to Florida's Turnpike for employee/visitor parking			
Design and install gateway features at key intersections			
Create logo, identity package, and website for the Business District			
Collaborate with Business District Association to host open house events to showcase local businesses			
Identify modifications to LDR to implement Plan recommendations			
Coordinate with Code Compliance Department to increase compliance, particularly related to parking, outdoor storage, landscaping, and building maintenance			
Coordinate with Police liaison to complete safety audit and enhance public safety using CPTED design techniques			
Formalize permeable overflow/employee parking along west side of Macedo Boulevard			
Enforce parking prohibition at all times along interior streets			
Develop signage/wayfinding plan to unify corridors in District			
Implement decorative intersection treatments at major entry nodes			
Provide crosswalks across Bayshore Boulevard to connect adjacent residential neighborhoods to the retail uses			
Establish street lighting district to fund streetlights to improve safety			
Identify modifications to LDR and implement zoning overlay district			

8.3 CONCLUSION—IMPORTANCE OF COLLABORATION AND COMMITMENT

Successful plan implementation depends on committed staff and community and the availability of resources. The City is committed to the concept of neighborhood planning, but successful implementation will take time and resources. The community will need to continue to be engaged to ensure that the planning process moves forward. As noted in the Action Plan, it also will be essential for community members to become and stay involved with implementation of the Plan. This involvement could include participation in a civic association and/or the Planning Area Advisory Committee. As these organizations are volunteer-based, sustained engagement is required to ensure that they remain engaged and active in the neighborhoods.

This Plan is not static, and it should be revisited and amended regularly. The PAAC will be empowered to make changes to the Plan, working closely with the City to ensure that the goals and realities of both are reflected in the document.



CITY OF PORT ST. LUCIE

PLANNING AREA 4 NORTH NEIGHBORHOOD ACTION PLAN

DRAFT MARCH 2016



Tindale
Oliver
design

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7.0 PERFORMANCE MEASURES AND PRIORITIZATION

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APPENDIX A. Public Involvement Summaries



INTRODUCTION

1.0 INTRODUCTION

1.1 Neighborhood Action Plan Purpose

The City of Port St. Lucie's intent is to develop a Neighborhood Action Plan (Action Plan) for each of the six Planning Areas (PA-1, 3, 4N, 4S, 6 and 7) that make up many of the older portions of the City that are not within master-planned communities. This Action Plan helps to guide City policy, physical change, and decision-making in Planning Area 4 North (PA-4N) over the next 10–15 years to achieve an agreed vision for the future, and to support and advance the City's strategic goals of having *stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles*. PA-4N is generally bounded by Crosstown Parkway to the north, Florida's Turnpike to the east, Alcantarra Boulevard and Tulip Boulevard to the south, and I-95 to the west. It includes 9,176.83 acres or almost 14.34 square miles (see **Maps 1-1 and 1-2**).

The fundamental first step to establish a Neighborhood Planning Program is building organizations by formalizing a Neighborhood Planning Division and creating neighborhood organizations as described in Volume 1 -Neighborhood Planning Program. By having a Planning Area Advisory Committee (PAAC) and encouraging the development of civic/neighborhood associations for each sub-area, interaction between the City and local residents will be improved which will help implement a detailed work plan with projects, programs, and initiatives designed to achieve the vision.

1.2 Action Plan Format

The Action Plan for PA-4N consists of this introduction and six additional sections, as shown in **Figure 1-1**.

Each section is described below:

Planning Area Context

This includes a review of existing conditions within PA-4N and identifies issues and opportunities to be addressed in the Action Plan. Several different focus areas are examined, including demographics, land use, parks and recreation, and transportation facilities.

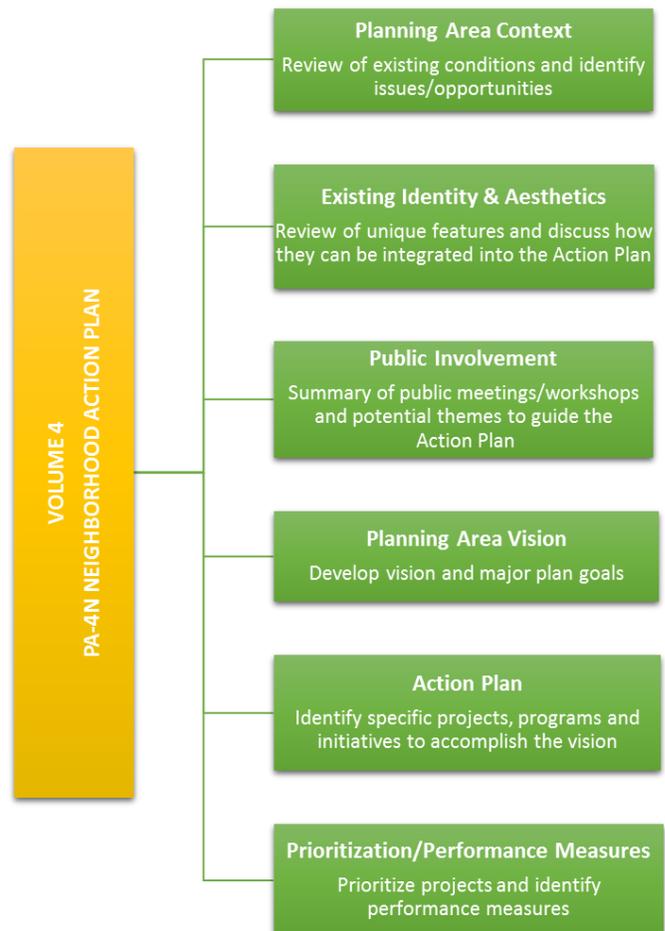
Existing Identity and Aesthetics

This includes a review of unique recreational areas, architectural features, and urban design elements within PA-4N and an assessment of how these existing features might be integrated into the Action Plan.

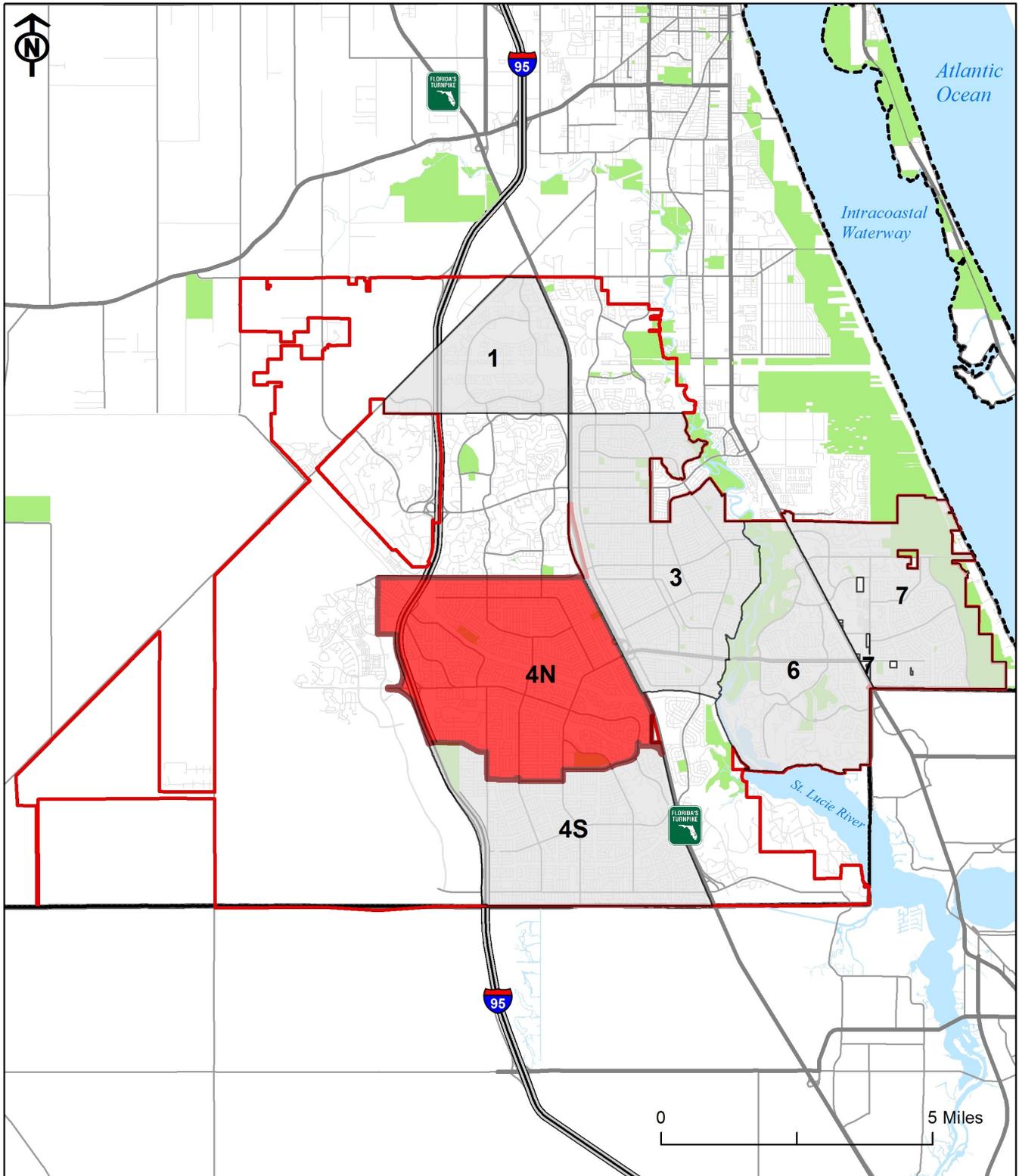
Public Involvement

This section summarizes the public input and the identified themes to guide the Action Plan for PA-4N.

Figure 1-1: Action Plan Format



Map 1-1: Planning Areas



Planning Area 4N

Study Area

January 2016

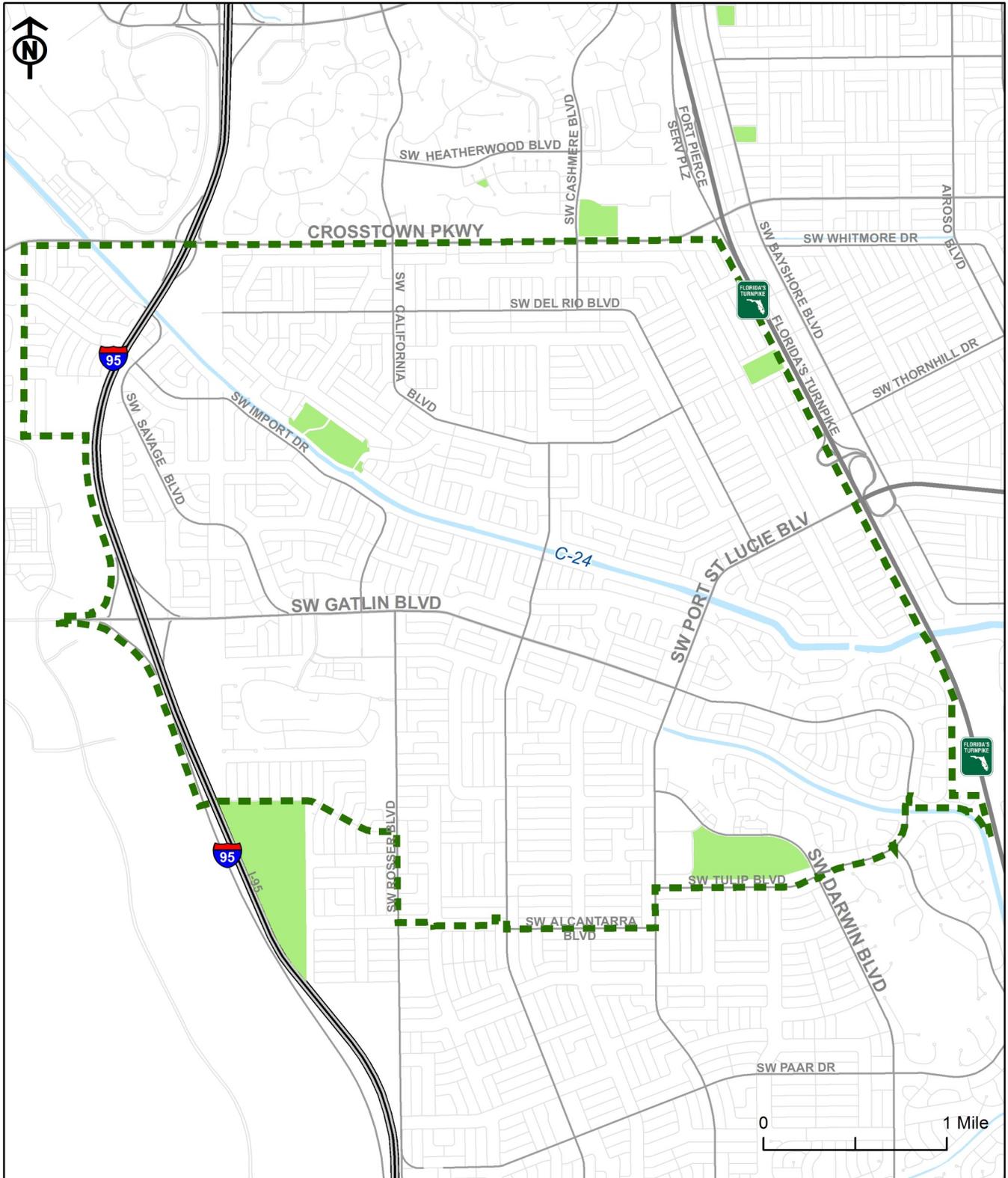
Planning Areas

- Additional Planning Areas
- 4N

- Port St. Lucie City Limits
- County Boundary
- Parks and Preserves



Map 1-2: PA-4N Study Area



Planning Area 4N

Study Area

February, 2016

 Planning Area Boundary



Planning Area Vision

Using the results of the existing conditions assessment and the results of the public involvement process, a Planning Area vision was developed. This includes an overall vision statement and major plan goals identified to achieve the vision.

Action Plan

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focus areas of the Plan.

Prioritization/Performance Measures

This includes recommended prioritization for projects identified in the Action Plan as well as performance measures to allow the City to track key indicators related to community quality of life.





PLANNING AREA CONTEXT

2.0 PLANNING AREA CONTEXT

The Planning Area Context includes a review of existing planning and policy documents and a fieldwork assessment to reach a reasonable understanding of the existing development pattern, activity, issues, and opportunities within PA-4N. This information serves as the framework for understanding PA-4N and developing its future direction.

2.1 Demographic and Socioeconomics

The total population of PA-4N is 38,752 and the projected population for 2040 is 50,234, an increase of 30%. Citywide, the median age is 40 years, the median household income is \$48,962, and 16% of the population is below the poverty level. The average household size is fairly large, at 3.06 persons per household (see **Figure 2-1** for a comparison), and the population under age 20 makes up an estimated 27% of the total population (see **Table 2-1**). These figures describe a city with a significant youth/family population, which affects the types of projects/programming desired.

At 9,176.83 acres or almost 14.34 square miles, PA-4N is large in area; with 38,752 residents, it makes up approximately 12% of the total land area of Port St. Lucie and 23% of its population. This makes it the most populous Planning Area within Port St. Lucie. In fact, as shown in **Table 2-2**, PA-4N is comparable in size and population to many small cities, including some in the region.

In addition to population trends, Census household data from the American Community Survey (ACS) were reviewed for Port St. Lucie, Stuart, Jupiter, Fort Pierce, St. Lucie County, and Florida as a whole. As shown in **Figures 2-1, 2-2, and 2-3**, Port St. Lucie has the largest household size, the highest homeownership rate, and the lowest percentage of multi-family housing.

2.1.1 Issues and Opportunities

The demographics of PA-4N, as summarized in **Tables 2-1 and 2-2** and **Figures 2-1, 2-2, and 2-3**, present issues and opportunities for its growth and development. The projected population growth of 18% by 2040 will require additional housing, which will increase single-family housing, and potentially create an opportunity for some new multi-family housing (townhomes, apartments, condos, etc.) as well.

Table 2-1: PA-4N Demographics

Demographics	
Population	
2013 Estimate	38,752
2040 Projection	50,234
Change	29.63%
Age (2013 Estimate)	
Under 20	10,646
20–34	6,611
35–59	13,348
60+	8,609
Median Age (citywide)	39.7
Households (2013 Census)	
Average Household Size	3.06
Median Household Income (citywide)	\$48,962
Below Poverty (citywide)	16.1%

Source: 2040 Long Range Transportation Plan (LRTP) data and US Census

Table 2-2: Scale of PA-4N to Other Nearby Cities

Location	Population/Size
Planning Area 4N	
Population	38,752
Land Area (square miles)	14.34
Jupiter, Florida	
Population	60,681
Land Area (square miles)	21.47
Fort Pierce, Florida	
Population	43,601
Land Area (square miles)	20.57
Stuart, Florida	
Population	16,197
Land Area (square miles)	6.65

Source: US Census

As shown in **Figure 2-3**, Port St. Lucie has a very low percentage of multi-family units, and the projected population growth may create an opportunity to increase these units in strategic locations.

The population growth combined with a mix of housing types could provide the opportunity for some ancillary commercial and office uses. In order to maximize the impact from this expected growth redevelopment should be encouraged that provides opportunities for a mix of housing types (apartments, townhomes, etc.) in close proximity to office/commercial uses. Additionally, policy changes and infrastructure investments should be made to protect/strengthen the existing light industrial employment areas.

Finally, the high homeownership rate for Port St. Lucie, shown in **Figure 2-2**, demonstrates the stability of the existing population. This has the potential to increase the likelihood of successful plan implementation since a stable population is more likely to invest in change.

2.2 Land Use

Port St. Lucie’s existing land use, future land use, zoning, and parks and recreation facilities were reviewed to reach a reasonable understanding of the pattern of development activity within PA-4N, assess whether neighboring uses are compatible with each other, and determine whether certain uses appear to be deterring development activity.

2.2.1 Existing Land Use

The existing land uses within PA-4N comprise largely single-family residential and a gated community, Newport Isles, with single- and multi-family residences. The majority of commercial and office uses are concentrated along Gatlin Boulevard and Port St. Lucie Boulevard, most of which are active. The area also contains several City active and passive parks and Minsky Gym. There are also several institutional uses, such as churches, school facilities, and a cemetery, Rolling Oaks (see **Figure 2-4**). There are numerous vacant properties along Gatlin Boulevard, Port St. Lucie Boulevard, and in the residential neighborhoods (see **Map 2-1**).

2.2.2 Future Land Use

The predominant future land in PA-4N is Low Density Residential, which allows for the continued development of single-family homes. Outside of the areas designated for continued single-family development, there are areas designated for commercial, office, institutional and medium density residential developments. These areas include the major corridors including Port St. Lucie Boulevard and Gatlin Boulevard. The future land use categories along Port St. Lucie Boulevard and Gatlin Boulevard include varies types Commercial, Office, Institutional and Residential, which allow for the continued intensification of commercial and mixed-uses. Light industrial/service commercial is designated south of Home Depot adjacent to Interstate 95. There are also varies Open Space destinations including wetlands (see **Map 2-2**).

Figure 2-1: Household Size Comparison

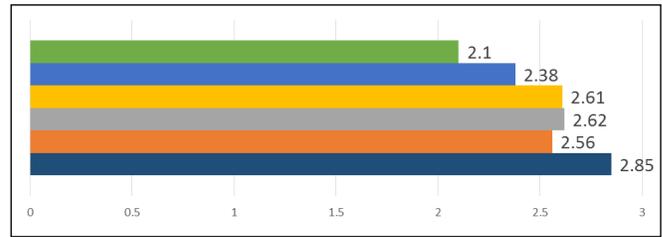


Figure 2-2: Homeownership Rate

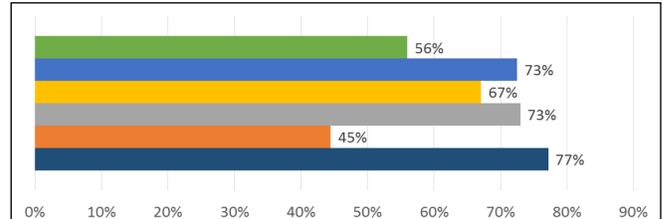
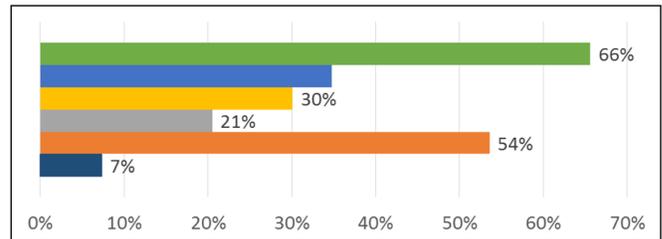
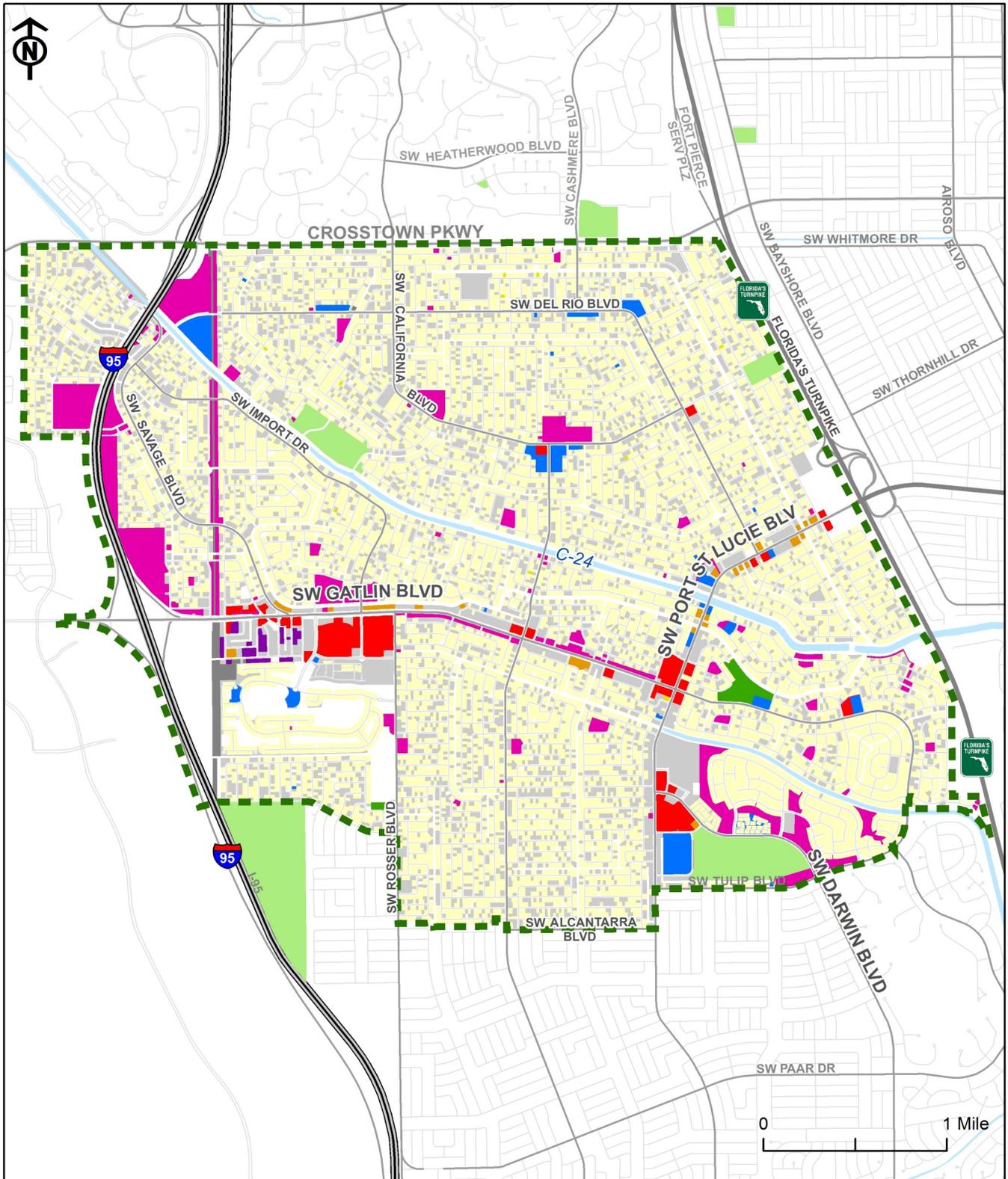


Figure 2-3: Percentage of Multi-Family Housing



■ Stuart ■ Florida ■ Fort Pierce
■ Jupiter ■ St. Lucie County ■ Port St. Lucie

Map 2-1: Existing Land Use within PA-4N



Planning Area 4N

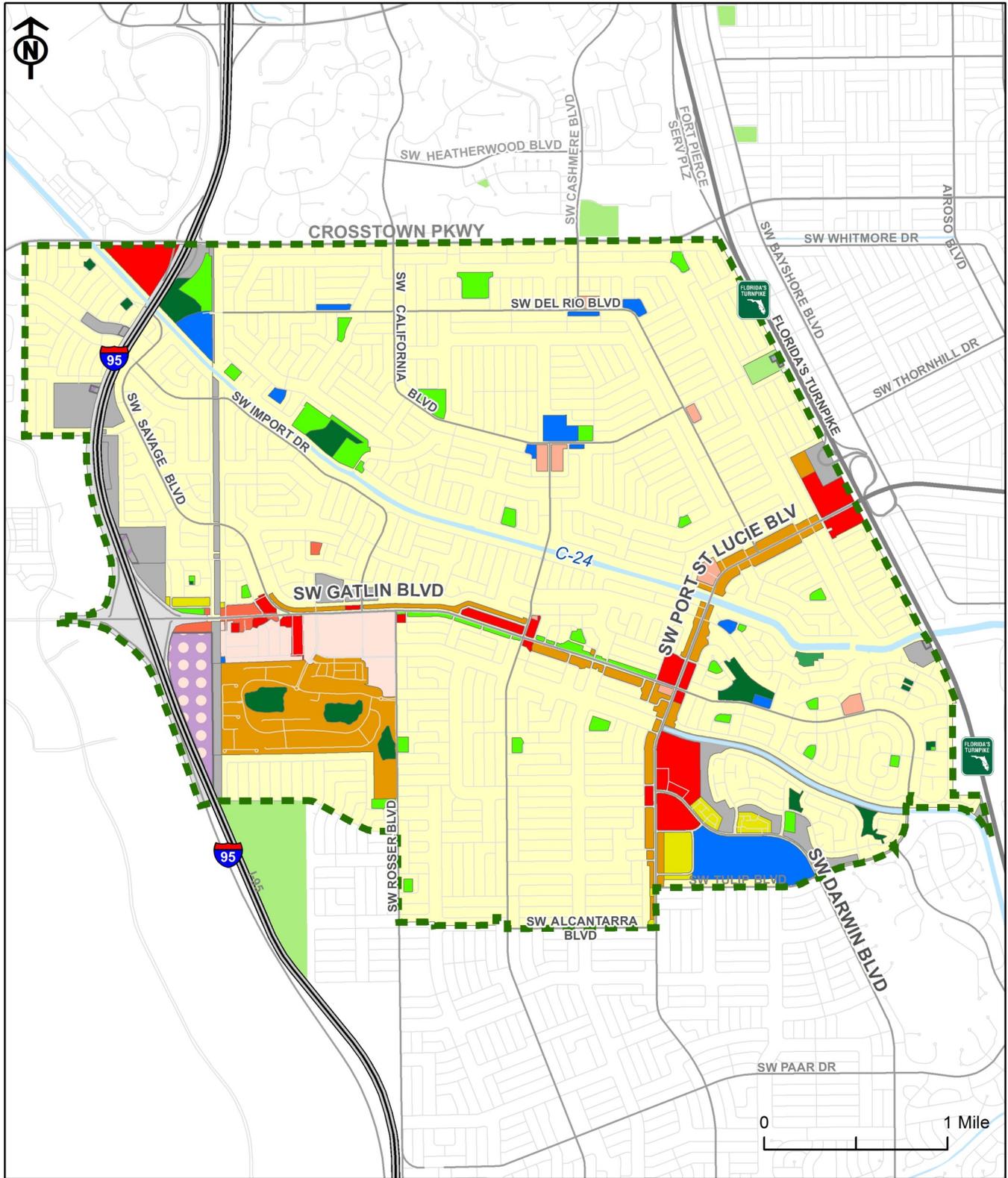
Existing Land Use

February, 2016

- Vacant
- Single Family
- Commercial
- Institutional
- Multi-Family
- Office
- Parks and Open Space
- Industrial
- Governmental
- Utility



Map 2-2: Future Land Use within PA-4N



Planning Area 4N

Future Land Use

February, 2016

- | | | |
|--------------------|--|-------------------------------------|
| General Commercial | Institutional | Open Space - Recreation |
| Highway Commercial | Light Industrial/Service Commercial | Low Density Residential |
| Limited Commercial | Open Space - Conservation | Medium Density Residential |
| Service Commercial | Open Space - Preservation | Residential, Office & Institutional |
| Highway | Open Space - Recreation/Light Industrial | Utility |
| | | Utility/Light Industrial |



2.2.3 Zoning Designations

The existing zoning within PA-4N includes a variety of classifications (see **Map 2-3**), but the majority of the area is zoned for Single-Family Residential. There is also a residential planned unit development, Newport Isles. There are some commercial and office zonings adjacent to single-family homes, particularly along Port St. Lucie Boulevard, where single-family homes front or back onto the rear of the commercial and office uses.

There is some Limited Mixed-Use zoning along Gatlin Boulevard and Port St. Lucie Boulevard, which allows only for the conversion of single-family residential lots to multi-family, institutional, professional/business office, or limited retail uses.

2.2.4 Parks and Recreation

Port St. Lucie boasts almost 40 unique parks and recreational facilities consisting of approximately 828.32 acres (citywide), including, but not limited to, natural reservations, parks and playgrounds, parkways, open spaces, waterways, and other recreational facilities.

PA-4N consists of three park and recreational facilities, (approximately 95 acres) and a gymnasium, Minsky Gym (see **Map 2-4** and **Figure 2-4**). These parks include a mix of active and passive types of amenities. Oak Hammock Park and Turtle Run Park lack pedestrian/sidewalk access to the parks.

2.2.5 Issues and Opportunities

PA-4N is dominated by single-family homes with limited multi-family residences. Providing a variety of multi-family housing types, such as townhouses, apartment complexes and residential mixed-use developments, would help create affordability and diversity and a transitional/buffer between non-residential uses and single-family homes. Potential multi-family residences could be located adjacent to the Port St. Lucie Boulevard and Gatlin Boulevard.

Most commercial and office uses are located along Port St. Lucie Boulevard and Gatlin Boulevard. There are several active land uses within the vicinity of Darwin Boulevard, Tulip Boulevard and Port St. Lucie Boulevard, including the Whispering Pines Park, Minsky Gym, Treasure Coast High School, and Darwin Square. This area could become an Activity Center with mixed-use developments providing more neighborhood services (i.e., grocery store, personal services, restaurants, etc.) (see **Section**

Figure 2-4: Existing Land Uses

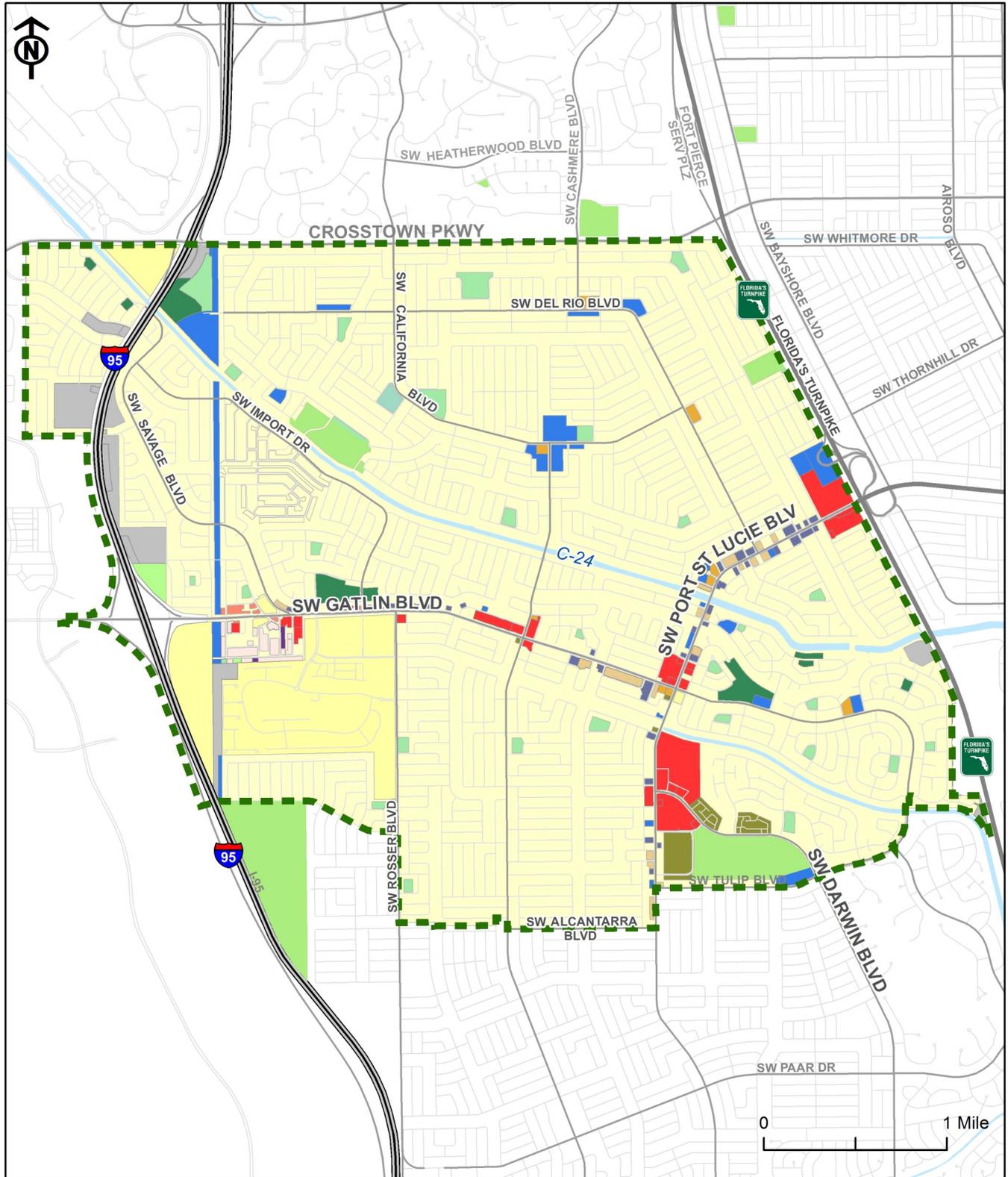


(Source: City of Port St. Lucie, FL)



(Source: City of Port St. Lucie, FL)

Map 2-3: Zoning Designations within PA-4N



Planning Area 4N

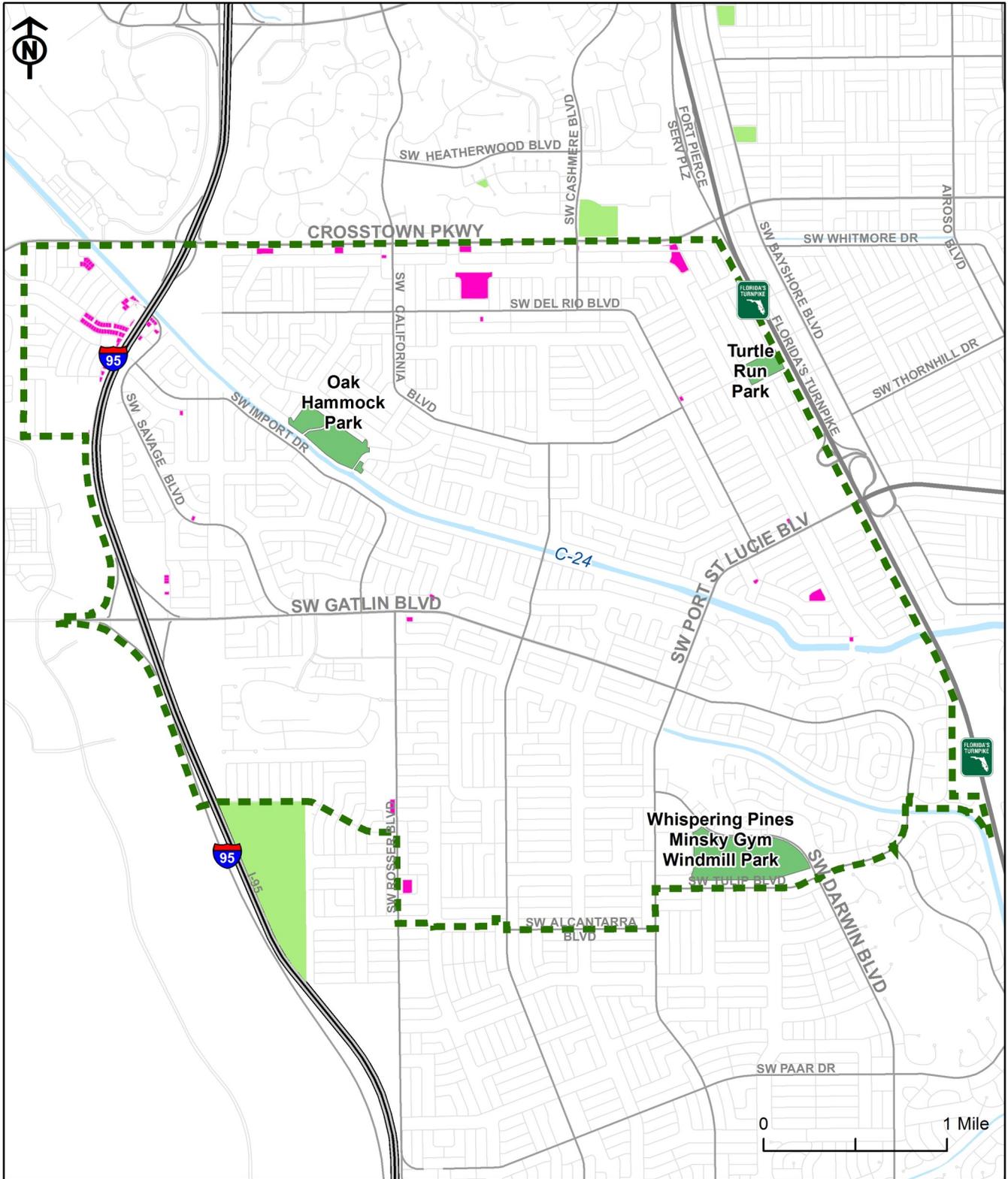
Zoning

February, 2016

	Estate Residential		Master Planned Unit Development		Professional
	General Commercial		Multi-Family Residential		Service Commercial
	General Use		Neighborhood Commercial		Single-Family Residential
	Highway Commercial		Open Space - Conservation		SLC Residential
	Institutional		Open Space - Recreational		To Be Determined
	Limited Mixed Use		Planned Unit Development		Utility
					Warehouse Industrial



Map 2-4: City Parks within PA-4N



Planning Area 4N
 Parks and City Owned
 Vacant Properties

February, 2016

- City Vacant
- Planning Area Boundary
- Parks



6.2). With incremental improvements by both the public and private sectors, this area could become a future neighborhood focal point for PA-4N.

There are numerous City-owned undeveloped open spaces within PA-4N that could provide ample recreational and community facilities, natural areas, and cultural events for the local residents and to attract visitors. These properties present opportunities to create new parks and recreational spaces within PA-4N. However, the City will need to balance the needs of existing parks facilities with the desire to create new parks spaces throughout the area.

Figure 2-5: City Parks and Facilities

Oak Hammock Park



(Source: Florida Communities Trust)



(Source: Active Rain)

Turtle Run Park



(Source: City of Port St. Lucie, FL)



(Source: Adventures Unlimited MeetUp Group)

Whispering Pines Park



(Source: City of Port St. Lucie, FL)



(Source: City of Port St. Lucie, FL)

2.3 Transportation

Port St. Lucie's existing transportation system in terms of roadways, sidewalks, bicycle lanes and public transit was reviewed to reach a reasonable understanding of the vehicular, pedestrian and bicyclist networks within PA-4N, and to plan for complete streets creating safe, efficient and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users.

2.3.1 Roadways

The existing roadways within PA-4N consist of 2-, 4-, and 6-lane divided arterial corridors and 2-lane undivided collector corridors (see **Map 2-5** and **Figure 2-6**). There are several roadways that are currently operating below their acceptable Level of Service (LOS) threshold during the peak hour within PA-4N, such as Port St. Lucie Boulevard and Gatlin Boulevard.

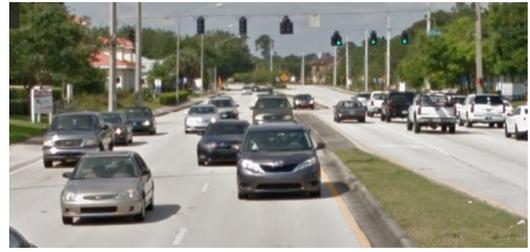
As new development occurs within PA-4N, the roadway network must be able to accommodate the additional vehicle trips. Therefore, additional roadway capacity will need to be constructed to serve the residents and connect to I-95 and other parts of Port St. Lucie. Several new roadways, expansions, and extensions of existing roadways have been identified in the 2040 Long Range Transportation Plan (LRTP). Lanes were added to the roadways where forecast volumes exceeded the roadways LOS capacity threshold. The new roadway network will provide access and connection to the different areas throughout PA-4N (see **Map 2-5**).

2.3.2 Sidewalks

The City of Port St. Lucie has been very active in improving pedestrian safety by installing public sidewalks. The City has implemented a sidewalk program and developed a process for reviewing and prioritizing sidewalk locations for construction. Ultimately, the priority locations are approved by City Council and constructed as funding permits. The City currently requires that pedestrian accommodations be incorporated into all development projects and urban roadway projects (see **Figure 2-7**).

The St. Lucie Transportation Planning Organization (TPO) completed the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan in 2008. The Master Plan identified improvements primarily of proposed sidewalks and bike lanes along arterials, proposed greenways and recreational trails, multipurpose trails and canal trails.

Figure 2-6: Existing Roadways



Port St. Lucie Boulevard



Gatlin Boulevard



Tulip Boulevard

Figure 2-7: Existing Sidewalks

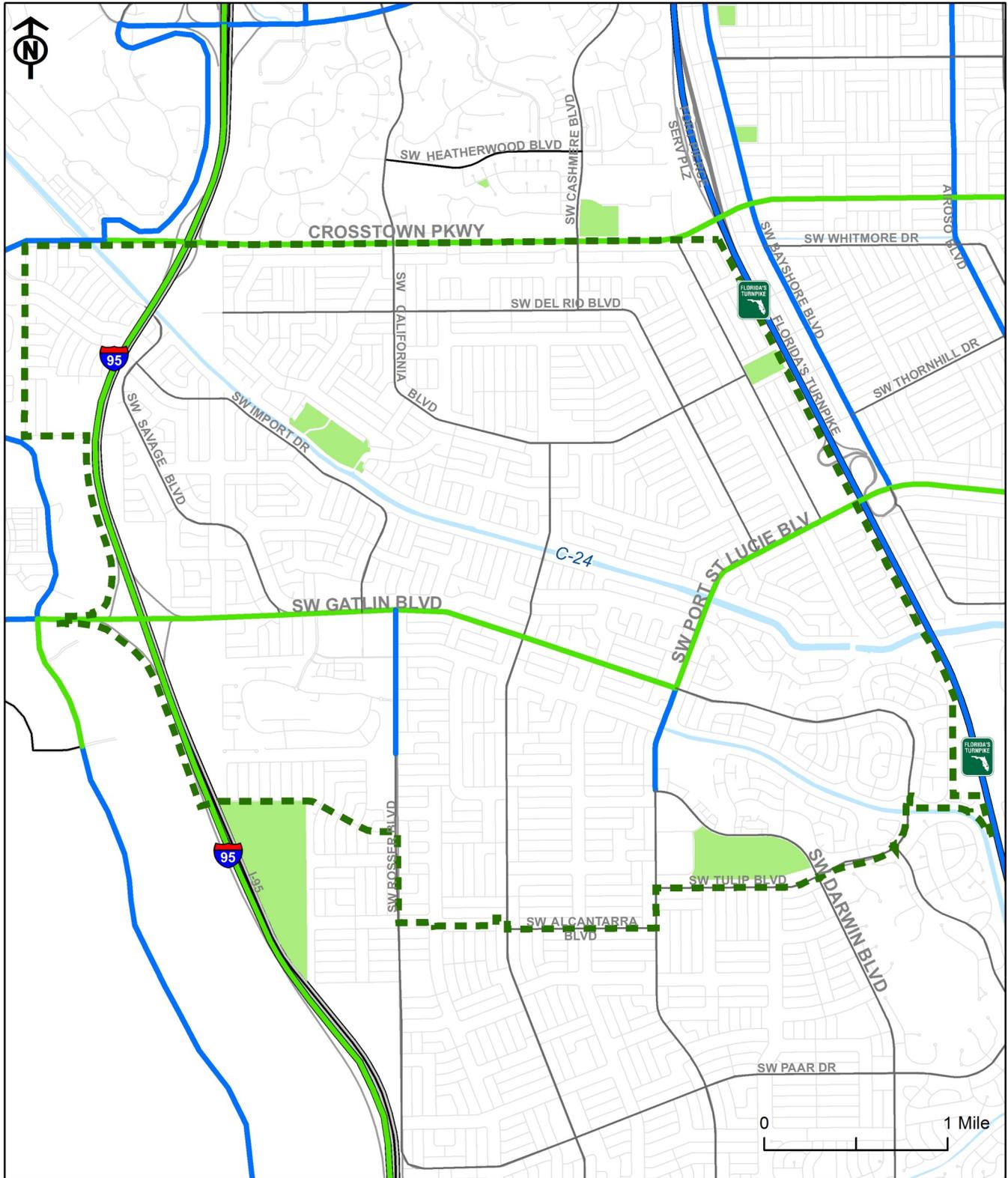


Gatlin Boulevard



Darwin Boulevard

Map 2-5: Existing and Future Roadway Lanes within PA-4N



Planning Area 4N
 Existing and 2019
 Committed Roads
 February, 2016

Lanes/Type	4U	6D
	2U	4D
	2D	6F
	4F	Planning Area Boundary



The Palm Beach Metropolitan Planning Organization (MPO) completed the Southeast Florida Regional Greenways and Trails Plan in 2015. The Plan identified an integrated network of multi-use and hiking trails, as well as paddling trails for Palm Beach County and connections to multi-county facilities.

The sidewalk system within PA-4N consists of sidewalks ranging from 5–8 feet wide, primary on arterial streets. There are some 5-foot-wide sidewalks within the Gatlin Commons, Portofino Court, and Sawgrass Lakes neighborhoods. However, the majority of the residential neighborhoods do not have sidewalks (see **Map 2-6**). The City has identified future sidewalks consisting of proposed multi-purpose trail and priority sidewalks to improve pedestrian connectivity within PA -4N (see **Map 2-6**).

The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan identified multi-purpose trails along Port St. Lucie Boulevard and Del Rio Boulevard and a greenway along the utility corridors on the west side of PA-4N for pedestrians and bicyclists, proposed sidewalks along California Boulevard, Savona Boulevard and Rosser Boulevard, and a trail along the C-24 canal (see **Map 2-7**).

The Southeast Florida Regional Greenways and Trails Plan also identified proposed a paved multi-use trail along Port St. Lucie Boulevard and unpaved multi-use trail along the C-24 canal for pedestrians and bicyclists. A pedestrian only hiking trail is also proposed along the C-24 canal (see **Map 2-8**).

2.3.3 Bicycle Lanes

The City of Port St. Lucie recognizes the need for bicycle accommodations as an integral component of a citywide transportation system. The City currently requires that bicycle accommodations be incorporated into all development projects and urban roadway projects. Other City policies encourage bicycle parking facilities at bus stops, bicycle facilities within community and regional parks, off-road trails such as drainage canals and utility right-of-way property, other major recreational facilities, and coordination of planning activities with other agencies associated with bicycle planning activities.

The existing bicycle facilities within PA-4N consist of bike lanes, wide sidewalks, and paved shoulders. The City of St. Lucie has identified future bike facilities within PA-4N consisting of proposed multi-purpose trail and priority bicycle corridor (see **Map 2-6** and **Figure 2-8**).

The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan also identified additional on-street bicycle lane along Port St. Lucie Boulevard (see **Map 2-7**).

The Southeast Florida Regional Greenways and Trails Plan also identified proposed paved multi-use trail along Port St. Lucie Boulevard and unpaved multi-use trail along the C-24 canal for pedestrians and bicyclists (see **Map 2-8**).

Figure 2-8: Existing Bicycle Facilities

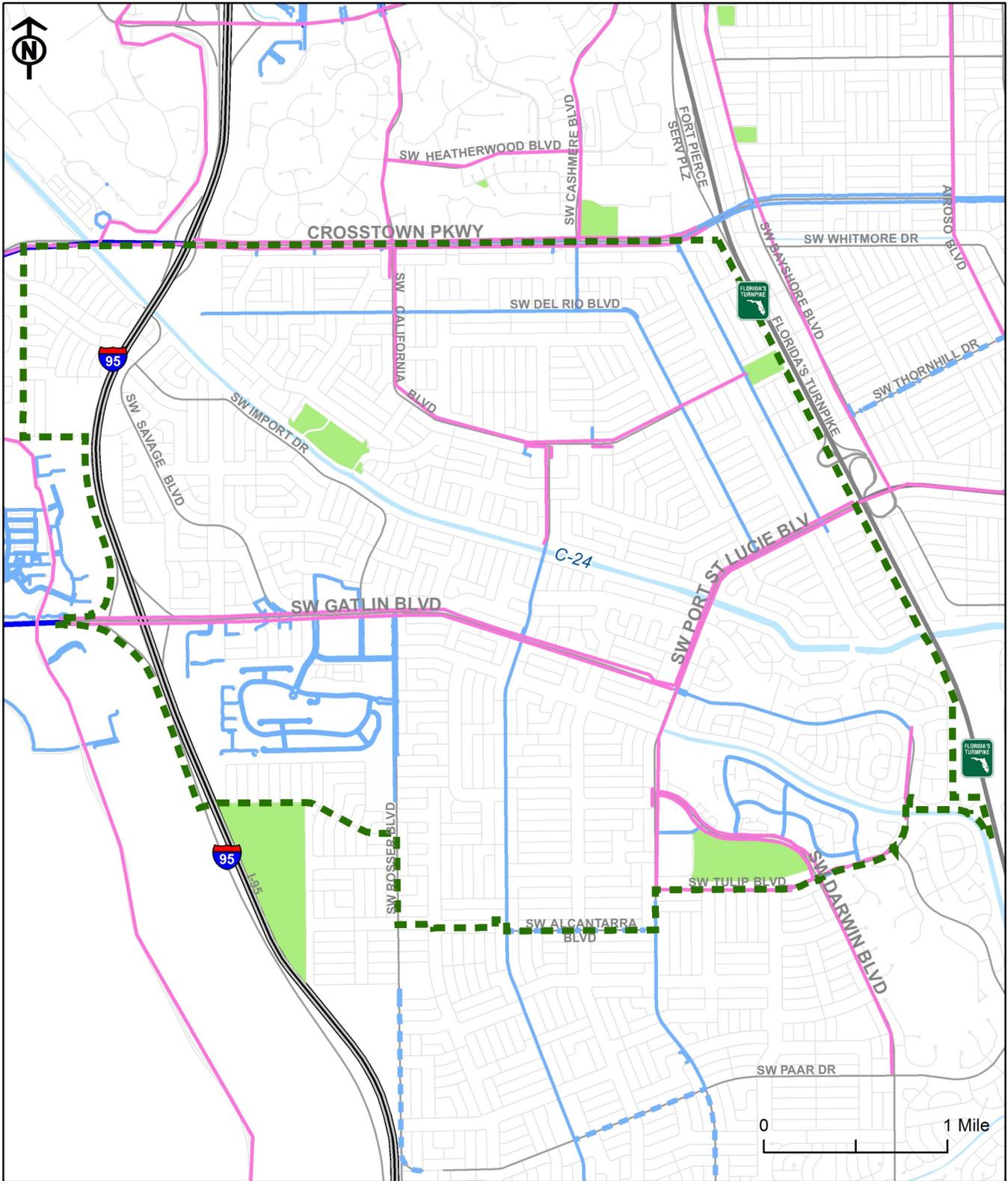


Crosstown Parkway—Bike Lanes



Tulip Boulevard—Wide Sidewalks

Map 2-6: Existing and Future Bike-Pedestrian Network within PA-4N



Planning Area 4N

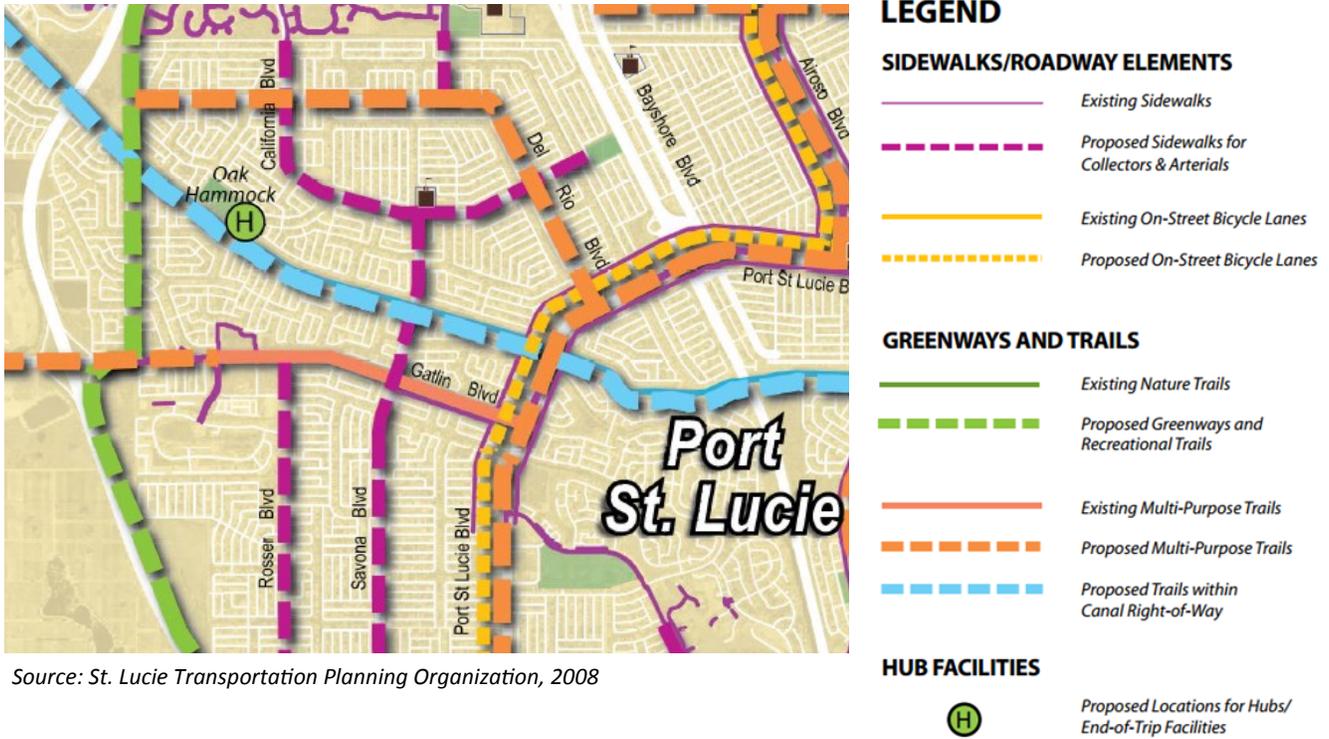
Existing and Future Bike-Pedestrian Network

February, 2016

- Planning Area Boundary
- Park
- Bike and Pedestrian Facility
- Bicycle Facility
- Funded Sidewalk
- Existing Sidewalk

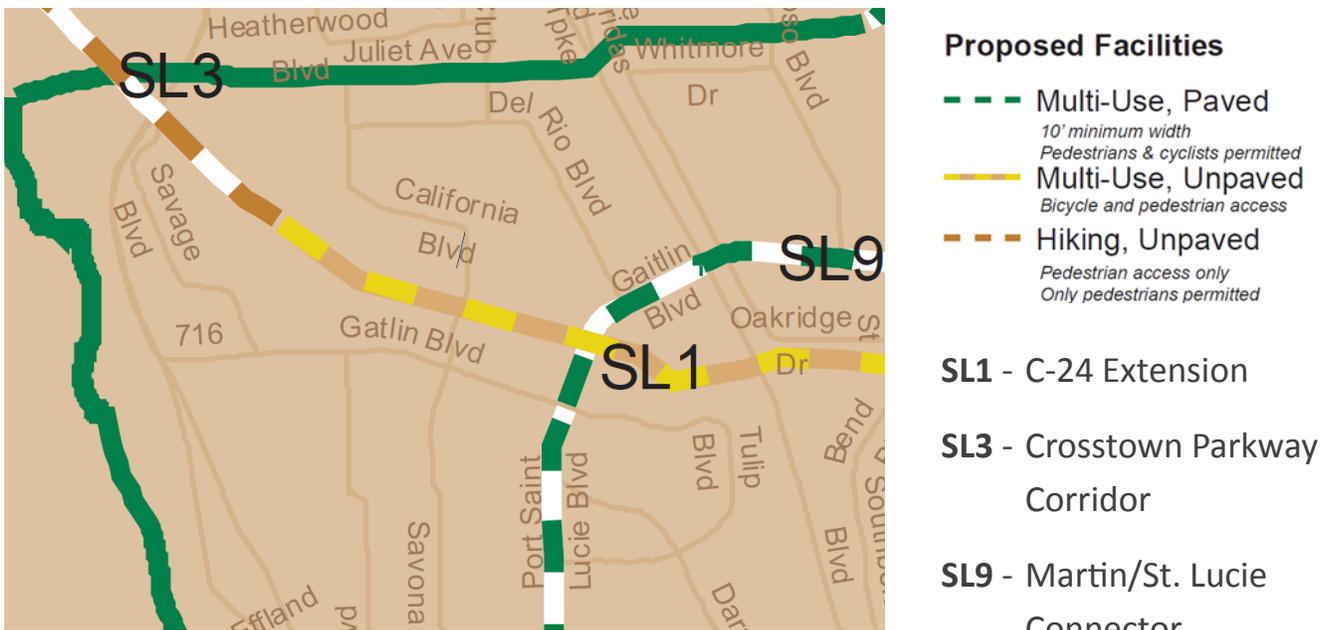


Map 2-7: St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan



Source: St. Lucie Transportation Planning Organization, 2008

Map 2-8: Southeast Florida Regional Greenways and Trails Plan



Source: Palm Beach Metropolitan Planning Organization, 2015

2.3.4 Public Transit

The Council on Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two types of transit service are provided: 1) the Treasure Coast Connector (TCC), a fixed-route service along specific routes with scheduled arrival times at predetermined bus stop areas, and 2) Community Transit, a demand-response, origin-to-destination system in which passenger trips are generated by calls from individuals who cannot access the fixed-route service due to a disability (see **Figure 2-9**). There is a Transit Depot located north of the Community Center consisting of a pavilion, picnic tables, bicycle racks and public parking spaces.

The fixed -route system consists of four fixed bus routes that run through Port St. Lucie on Monday through Friday between the hours of 7:00 am and 6:00 pm. The one existing TCC fixed-route provided in PA-4N is Route 5, which provides transit service between the Port St. Lucie Community Center and Tradition Landings using Gatlin Boulevard and Port St. Lucie Boulevard. Similar to the other fixed bus routes, Route 5 operates from 7:00 am to 6:00 pm with headways of one hour (see **Map 2-7**).

Map 2-7 also shows the proposed park-and-ride facility at the intersection of Interstate 95 and Gatlin Boulevard and extension of Route 5 just east of the PA-4N boundary. The City plans to continue giving input and working with the St. Lucie TPO and COASL on future bus routes within the city.

2.3.5 Issues and Opportunities

As development occurs within PA-4N, the potential for traffic congestion may be significant, particularly along the arterial corridors. Future expansion of the roadway lanes may alleviate some traffic congestion, such as along Port St. Lucie Boulevard, California Boulevard, Rosser Boulevard, Savona Boulevard, and Darwin Boulevard.

Figure 2-9: Public Transit Facilities



Source: *The Treasure Coast Observer*



Source: *St. Lucie County*

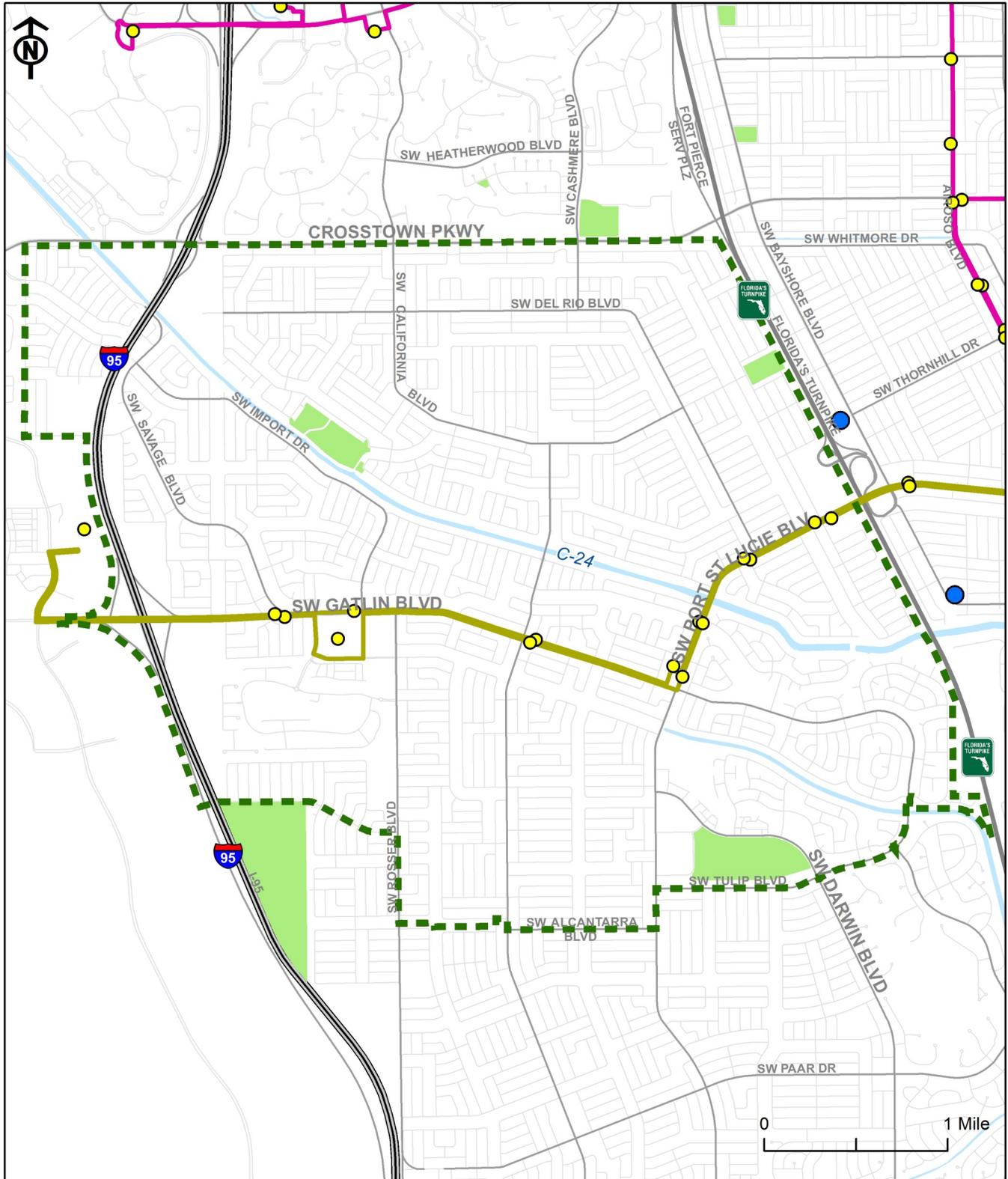


Source: *Council on Aging of St. Lucie*



Source: *The Treasure Coast Observer*

Map 2-7: Existing and Future Bus Routes within PA-4N



Planning Area 4N

Existing and Future Transit Facilities

February, 2016

- Existing Park and Ride
- Bus Stops
- Planning Area Boundary
- Transit Route**
- Route 5
- Route 6



Promoting complete streets to provide safe access for all users with well-connected sidewalks, bicycle lanes, greenways, roadways and public transit along with compact and contiguous land use mixes are key elements in controlling the cost and maximizing the effectiveness of the transportation system. The City should continue to work towards the implementation of the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan to connect greenways, bicycle lanes and/or priority sidewalks to existing parks such as Hammock Park and Turtle Run Park, and other recreational open spaces when they are developed.

PA-4N lacks a wayfinding system to community facilities such as City parks, schools, greenways/trails, and commercial areas. A themed wayfinding system and park destination signs should be developed to direct visitors and local residents to neighborhood destinations.

The TCC bus service within PA-4N has one-hour headways, and the majority of the bus stops have only a sign with no shelter or other amenities. As redevelopment occurs and effort to ensure multimodal improvements including transit are implemented, the City should coordinate with TCC to increase bus headways to 30 minutes and improve/add bus stop facilities such as adding shelters, benches, trash receptacles, and bicycle racks. Where there are right-of-way constraints, it should coordinate with property owners for easements or have the private sector installed them during the development review process to obtain zoning or concurrency approval.





EXISTING IDENTITY AND AESTHETICS

3.0 EXISTING IDENTITY AND AESTHETICS

This section examines the existing aesthetics of the built environment in PA-4N, including parks/open space, architecture, and unique urban design features. The aesthetic elements within the Plan are then used to identify themes that can be reinforced through both public investment and private development as the neighborhood continues to grow and change.

3.1 Parks and Recreation Features

PA-4N has a variety of public parks consisting of athletic fields, a recreational gym, playgrounds, picnic pavilions, boat ramps, and natural areas. These unique facilities offer diverse recreational opportunities for local residents and visitors. There are several undeveloped parks and open spaces that could provide ample recreational and community facilities, natural areas, and cultural event spaces for local residents and visitors and could be part of an integrated park system connected by a greenway system and a blueway (water trail) system via the canals (see **Figure 3-1**).

Figure 3-1: Unique Recreational Features



C-24 Canal—Potential Multi-Use Path & Blueway



Boat Ramp— Oak Hammock Park (Source: Active Rain)

3.2 Architectural Style

Some of the public and commercial buildings consist of elements of Florida Vernacular architectural style with standing metal seam roof panels, multi-pitched roof lines, gingerbread trim and/or porch railings, columns or posts, and pastel shades or white. Prominent buildings with this architectural style and compliance with the Citywide Design Standards could provide distinctiveness to PA-4N (see **Figure 3-2**).

Figure 3-2: Florida Vernacular Architectural Style



3.3 Urban Design Features

The primary roadways within PA-4N consist of landscape medians. The planting design has multiple layers of palms, understory trees, shrubs, and groundcover. This planting scheme could be used on future roadway expansions with medians or incorporated into public gathering areas (see **Figure 3-3**).

The intersection at Abingdon Avenue and Savona Boulevard has a bricked roundabout with landscaping. This design feature could be developed at strategic locations for traffic calming and unifying the streetscape to improve pedestrian safety (see **Figure 3-3**).

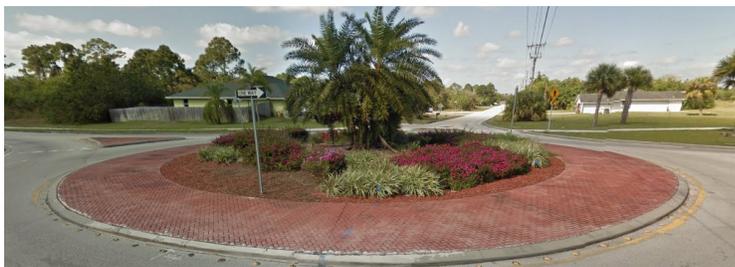
Figure 3-3: Unique Urban Design Features



Gatlin Boulevard



Port St. Lucie Boulevard



Abingdon Avenue and Savona Boulevard



There is a pedestrian bridge along Savona Boulevard crossing the canal. This design feature provides safety for pedestrians and bicyclists and allows scenic views overlooking the canal. Additional pedestrian bridges could be built connecting a greenway system and providing scenic vistas of the canal, making PA-4N a unique destination.

Some of the primary roads have pedestrian acorn lights. These decorative lights could unify the streetscape by providing a visual connection and creating a more pedestrian walkable environment. Installation of pedestrian lights could be coordinated with sidewalk improvements (see **Figure 3-4**).

Figure 3-4: Streetscape Lighting Features



Crosstown Parkway



Gatlin Boulevard

3.4 Overall Design Themes

The overall design aesthetic within PA-4N varies greatly, but some themes emerge; as the area evolves and changes, these themes could be tied together to create a more legible design aesthetic.

For public infrastructure, particularly streetscape and landscaping, the theme is traditional, evidenced most commonly by the acorn light fixtures found on many of the streets. This theme, mixed with local landscaping of oaks and palms, can help create an aesthetic standard that can be replicated as more roadway improvements are completed.

The second most common design theme is the Florida Vernacular architectural style. The City should continue to integrate elements from this style into new public buildings and streetscape and park elements (e.g., shelters, trailheads, etc.). Additionally, the City should consider requiring Florida Vernacular architectural elements in all private development, particularly on major corridors, except for single-family residential.



PUBLIC INVOLVEMENT

- 36% volunteer regularly.
- 14% watch the City of Port St. Lucie television channel (PSL TV20) regularly.

Neighborhood Characteristics/Preferences

- 63% define where they live by street name.
- 56% identified parks, open spaces, and walking/biking trails as the most important assets in their neighborhood.
- 26% identified poor walkability as the biggest challenge facing their neighborhood, 21% identified lack of sense of place/community, and 16% identified economy/employment.
- 42% identified a desire for more single-family residential, 38% for some type of multi-family residential, and 14% for no more residential development.
- 43% identified a desire for restaurants/coffee shops, 21% for retail stores (hardware, clothing, etc.), and 10% for grocery stores.
- 28% identified streetscaping and landscaping as the best ways to help create a sense of place, 25% said parks, plazas, and gathering spaces, and 12% said civic/neighborhood associations.

4.1.2 Map Exercise Results

Following the completion of the survey, the participants were divided into breakout groups to discuss the vision for PA-4N, specific issues/opportunities, and specific project ideas. Each group had a facilitator to help with questions and guide discussion, and each group designated a spokesperson to present ideas to the larger group (see **Figure 4-2**). The results of these exercise are summarized in **Map 4-1**, and a full tabular summary of all participant comments are included within **Appendix A**.

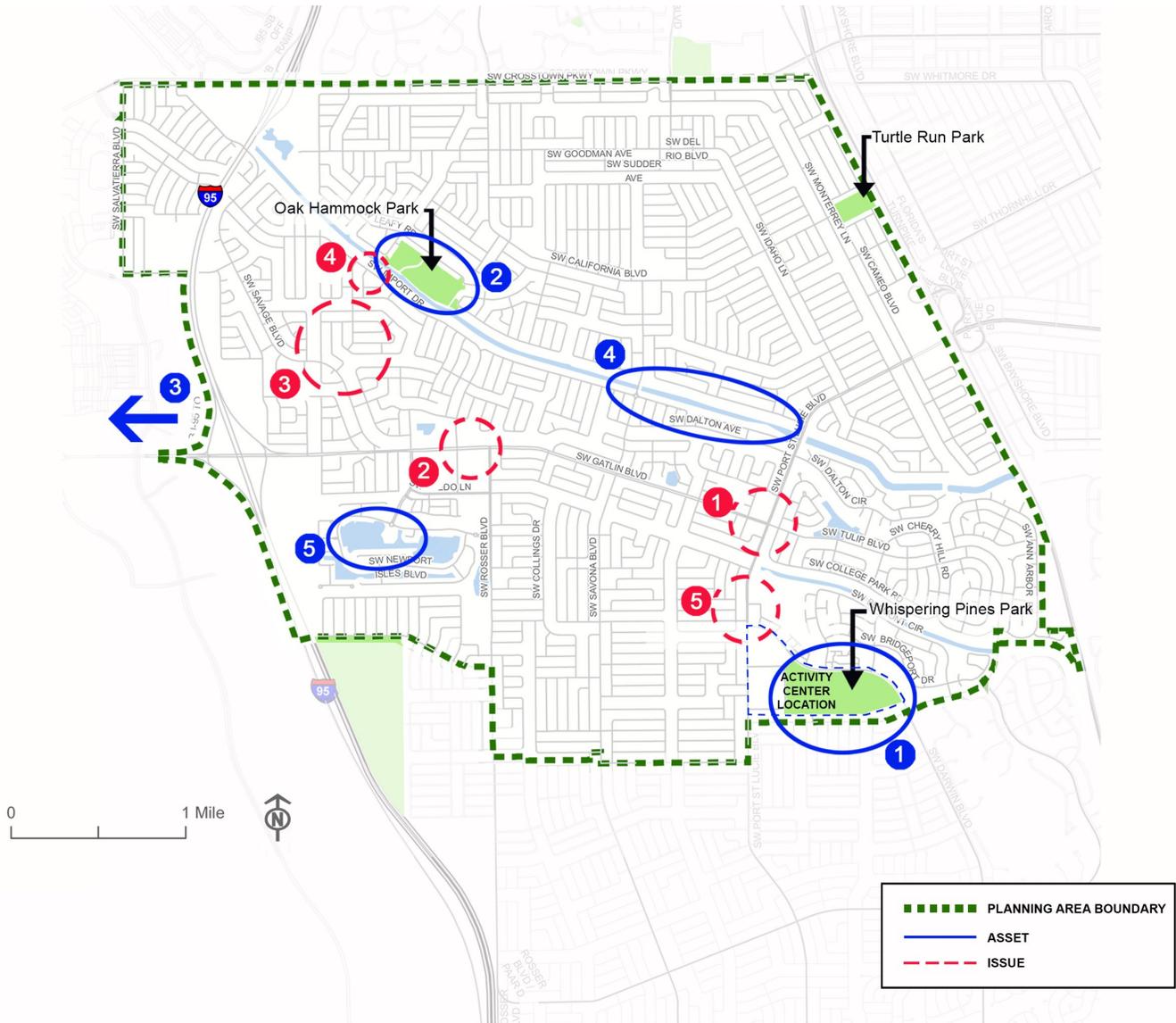
Figure 4-2: Participant Quotes from Public Workshop #1



4.1.3 Workshop Themes

Based on the mapping exercise and the breakout questions, a few key topics examined specific aspects of safety, sense of community and identity, parks and recreation, and better using the environmental assets within the area. In addition, some conversations were focused on building community capacity and improving accountability for implementation.

Map 4-1: Workshop Exercise—Assets and Opportunities for PA-4N



PLANNING AREA 4N ASSETS AND ISSUES	
<p>1 ASSET: Great park (Whispering Pines Park); school location (Windmill Elementary and Treasure Coast High School; Minsky Gym)</p>	<p>1 ISSUE: Traffic congestion at intersection of Gatlin Boulevard and Port St. Lucie Boulevard</p>
<p>2 ASSET: Playground and trails at Oak Hammock Park</p>	<p>2 ISSUE: Speeding issue along Gatlin Boulevard and south on Rosser Boulevard</p>
<p>3 ASSET: Close vicinity to shopping and hospital in Tradition area</p>	<p>3 ISSUE: No proper drainage; vacant and overgrown lots</p>
<p>4 ASSET: Canal connecting Oak Hammock Park and Port St. Lucie Boulevard</p>	<p>4 ISSUE: Oak Hammock Park needs better signage and sidewalks in and around surrounding area</p>
<p>5 ASSET: Planned location for library</p>	<p>5 ISSUE: Traffic congestion at Darwin Boulevard and Port St. Lucie Boulevard</p>
	<p>6 ISSUE: Multiple locations of requested streetlights and sidewalks</p>
	<p>7 ISSUE: Care and maintenance of vacant lots</p>

4.0 PUBLIC INVOLVEMENT

The public involvement process is summarized in Volume I - Neighborhood Planning Program, which described the public engagement/outreach activities held during the planning process for PA-4N, which included:

- Mayor's Community Conversation
- Citywide Focus Groups
- Attendance at Special Events
- Public Workshop #1
- Public Workshop#2

The intent of the public involvement process was to collect input on issues and opportunities related to key elements of PA-4N to gain insight from residents, business owners, and other stakeholders on current conditions, potential opportunities, and an overall vision for the future. The initial community conversation, focus group meetings and public surveys provided information for preparation of the public workshops. It is important that the public involvement process informs the development of the Action Plan as it will encourage residents, business owners, and other stakeholders to take ownership and participate in Action Plan implementation.

4.1 Public Workshop #1

Public Workshop #1 was a joint workshop for PA-4N and PA-4S that included 80 community members who either lived or worked within PA-4N or PA-4S (see **Figure 4-1**). The workshop began with the PowerPoint presentation that provided background information on the project and specific characteristics of PA-4N, including size, zoning, transit, and future land use maps, among others. The polling exercise focused on demographics and identifying a vision for the Planning Area.

4.1.1 Survey Results

In addition to questions asked during the Mayor's Community Conversation, the survey included a number of questions related to demographic characteristics, community participation neighborhood characteristics, and preferences. The purpose of these questions was to identify assets and challenges and to gain an understanding of the potential interest and capacity of the community to organize and assist in plan implementation. Following are key findings summarized by category.

Demographic Questions

Characteristics of the public workshop participants include the following:

- 55% were between the ages 51–70; only 8% were under the age of 35.
- 62% lived in two-person households, and 35% lived in households with three or more.
- 17% worked in Port St. Lucie.
- 68% believed they will be living in Port St. Lucie in five years; 71% believed they would be living in their same neighborhood.

Community Participation Questions

- 55% know their neighbors well.
- 58% regularly attend public meetings/workshops.

Figure 4-1: Public Workshop #1 Photos



Specific themes included:

- Defining neighborhood sub-areas within PA-4N.
- Creating neighborhood organizations and increasing capacity to organize residents and implement projects.
- Formalizing Neighborhood Planning Division within the City’s organizational structure.
- Building neighborhood identity and a sense of place.
- Improving connectivity and safety, particularly for bicyclists and pedestrians.
- Developing an Activity Center as the focal point of neighborhood activities within PA-4N.
- Improving existing parks/recreation facilities, and develop new ones.
- Integrating public art.

The themes from Public Workshop #1 were used to develop specific project/program recommendations that were presented in Public Workshop #2.

4.2 Public Workshop #2

The overall themes and specific recommendations generated in Public Workshop #1 were developed and presented in Public Workshop # 2. The Public Works Department also presented some specific projects it included in the current Capital Improvements Plan (CIP) that are consistent with the themes identified for the Action Plan themes (see **Figure 4-3**).

The meeting summary and comments received during Public Workshop are included in **Appendix A** of this document (see **Figure 4-4**). The feedback received during the workshop was used to develop the Neighborhood Vision and Action Plan in **Sections 5.0** and **6.0**.

Figure 4-4: Participant Quotes from Public Workshop #2

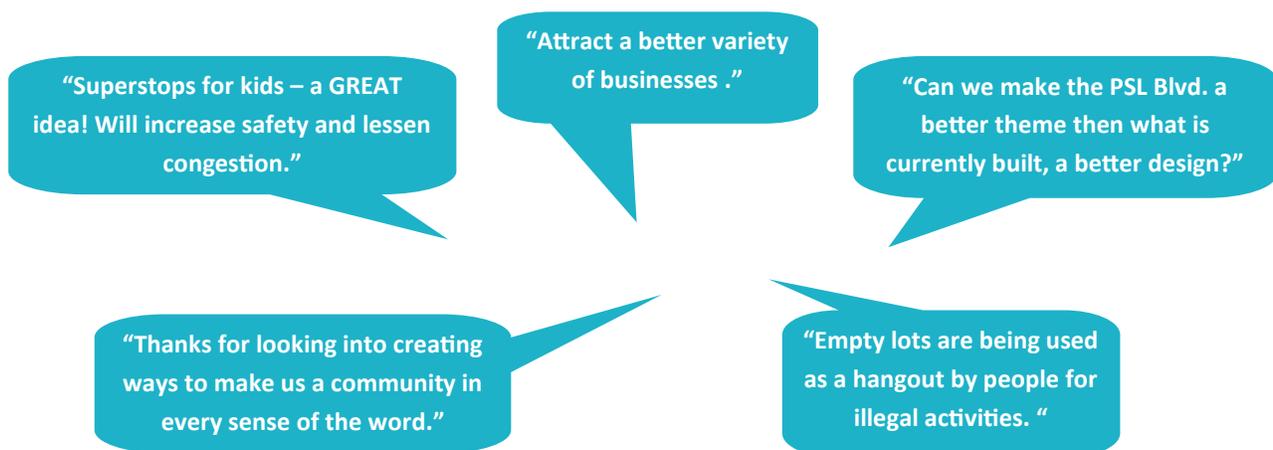


Figure 4-3: Public Workshop #2 Photos







PLANNING AREA VISION

5.0 PLANNING AREA VISION

This section includes the Planning Area Vision based on the results of the existing conditions analysis and public involvement process. The Vision will act as the long-term planning framework for identifying projects and initiatives to be addressed during the plan horizon.

5.1 Vision Statement

The Vision for PA-4N is the following:

A strong and diverse community with thriving commercial corridors and employment districts, established and attractive residential neighborhoods, a diverse and vibrant mixed-use activity center, and unique natural and recreational assets connected with blueways, greenways, and a network of complete streets with bicycle and pedestrian accommodations.

The Vision Concept is a visual representation of the Vision statement and major concepts that make up the Plan (see **Map 5-1**). The Vision Concept illustrates important elements including:

- A central activity center and business district where people can work and shop at a variety of local businesses and where those businesses can thrive. Mixed-use developments will increase the positive interactions between residents and business owners.
- An improved transportation system where people will feel comfortable walking, riding a bicycle, using public transportation, and driving a vehicle and where streets are pleasant public spaces.
- Neighborhood parks will provide a variety of passive and active recreational uses, all connected by a greenway with walkways and bicycle trails and a blueway with scenic views of the canal.

5.2 Plan Goals

Goals are the destination or outcome that PA-4N seeks to attain—general statements that set the broad framework for the Plan’s strategies and further describes how to achieve the Vision. Following are PA-4N goals.

1. Building an identity/brand.

- Delineate sub-areas within PA-4N.
- Develop an identity/brand for the sub-areas.
- Implement a signage program (welcome signs, banners, wayfinding signs).

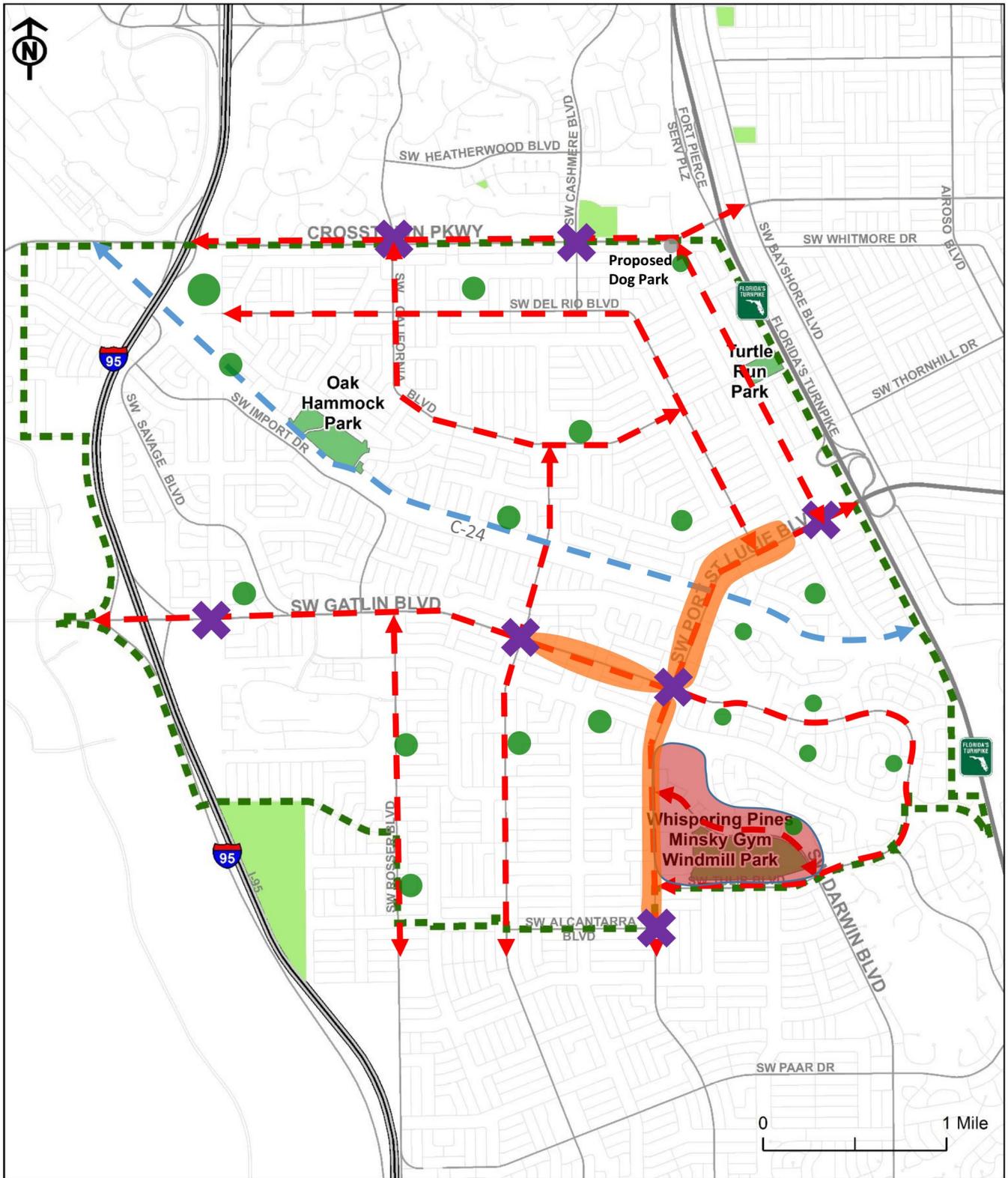
2. Develop an Activity Center to provide local services and a gathering place for the community.

- Improve the business environment for both small and larger businesses to thrive.
- Encourage a variety of business types to service the community.
- Provide mixed-use opportunities for residents and business owners to intermingle.
- Develop parks/recreational spaces and pathways creating passive recreational opportunities.

3. Improve public infrastructure that will create a safer environment for all ages and abilities.

- Provide efficient, safe, and comfortable travel for pedestrians, bicycles, buses, cars, and trucks.
- Enhance alternative modes of transportation choices with improved access and safety (i.e., greenways, blueways, public transit service).
- Create aesthetically-pleasing streetscapes.

Map 5-1: Vision Concept Map



	Potential Active Center		Potential Parks		Planning Area Boundary		Primary Pedestrian & Bicycle Network	
	Potential Mixed-Use (Commercial, Office, Institutional, Residential)		Parking Lot		Parks		Greenway/Blueway	
			Potential Welcome Sign					

- Reduce cut-through traffic on residential streets.
- Improve public and school bus service and stop facilities.
- Improve stormwater drainage to reduce flooding.

5. Improve parks and recreational facilities for local residents.

- Enhance existing park facilities, programming, and access.
- Develop pocket parks within easy walking distance from the neighborhoods.
- Use the canals as recreational assets.
- Create community centers with meeting halls.
- Encourage arts, cultural events, and activities for all ages.

6. Improve public safety and security within the neighborhoods

- Reduce occurrences of criminal activities by enhancing police presence.
- Build positive relationships between residents and the Police and Fire departments.
- Improve code compliance activities, particularly of overgrown vacant properties.



ACTION PLAN

6.0 ACTION PLAN

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focused themes of PA-4N. Implementation of the Action Plan will require a concerted long-term effort by the establishment of a Neighborhood Planning Division and the Planning Area Advisory Committee (PAAC), and subsequently civic/neighborhood associations at the sub-area level, as described in Volume I - Neighborhood Planning Program.

6.1 Building Identity

The Planning Area boundaries establish a geographical boundary for the Plan, but they do not create a cohesive identity for those residents and business owners that live, work, and play within PA-4N. Building neighborhood identity will take time, but the implementation of the programs and initiatives contained within this section will help facilitate the process.

Effective branding will enhance the design and feel of improvement projects and future redevelopment activities and help achieve the City's goals of having stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles.

Successfully building identity will require the following action steps:

1. Delineate sub-areas within PA-4N and adopt names for them.

The identification of sub-areas was developed through collaboration with City staff and reviewed by the public at Planning Workshop #2. Although there was general consensus for the proposed boundaries, there was disagreement on the names of each of the sub-areas. For the purposes of illustration, those names presented at Public Workshop #2 have been included on **Map 6-1**.

2. Establish names for the sub-areas within PA-4N.

Throughout the public involvement process, a number of names were suggested for the proposed sub-areas in PA-4N (see **Map 6-1**). To allow for consideration of as many names as possible and an opportunity for a larger audience to participate in the process, it is recommended that a competition be held to name the sub-areas. This competition could be set up on the City's Neighborhood Planning website, and entries could be submitted online. The City could designate a small group of judges of staff and elected officials to choose the final names. Once the final names are selected, they should be incorporated into the Land Development Regulations and Comprehensive Plan as appropriate.

3. Complete a branding process to identify sub-area logos and wayfinding design

An effective way to build identity within neighborhoods to develop unique logos and deploy them into the neighborhoods through signage, banners, and wayfinding elements. The City should complete a branding process for PA-4N that, through community involvement and staff interaction, develops a clean, identifiable logo and signage design concept that is supported by the community. Key elements of this process should include the following:

- Use of a robust community involvement process to guide efforts. A design competition for the logos could be conducted to solicit ideas from local artists, students, and public-at-large. The community could then provide feedback into the design concepts through a workshop and/or collected through polling on the City's Neighborhood Planning website.

Map 6-1: Neighborhood Sub-Areas



- Develop the core components of the sub-area logos/brand concepts. What are the first three things you want target markets to think/feel when they hear the name of the sub-areas? Examples include: “friendly neighbors,” “quirky and interesting,” “green,” “great for fitness activities,” “safe,” “cool place to be,” “family-friendly,” “a great value,” “great looking houses,” “neighbors are proud to be here.”
- Create a logo, color palette, and tagline that is reflective of the nature of the sub-areas (see **Figure 6-1** and **Figure 6-2**). Use this logo on everything – newsletter, website, house flags, decals or stickers for cars and house windows, yard signs for “best landscape” contests, letterhead, blog, entryway signage, banners, and so forth.

Figure 6-1: Logo Examples within City and Vicinity



(Source: City of Port St. Lucie, FL)



(Source: Town of Tradition, FL)



(Source: Choice Pest Management)



(Source: Minor League Baseball)



(Source: St. Lucie County, FL)



(Source: St. Lucie Chamber of Commerce)



Each Child, Every Day

(Source: St. Lucie Public Schools)

Figure 6-2: Conceptual Sub-Area Logos

LOGO CONCEPTS IN BLACK & WHITE



BRIGHT COLOR STUDIES



SOPHISTICATED COLOR STUDIES



Figure 6-3: Potential Banners



(Source: City of Winter Park, FL)



(Source: The Décor Plan)



(Source: Tex Visions)

4. Once the brand/logo concepts have been developed, identify key quick “victories” that can be implemented in the short term.

Immediately following the completion of the branding process, the City should be prepared to move towards implementation in a quick and cost affordable way. Since manufacturing, permitting, and installing permanent signage can be expensive and time consuming, it is recommended that the City first move to develop a banner program for the sub-areas of PA-4N that will use the new logo.

- Banner program along primary roadways – The banner program will allow for each sub-area to have unique signage at a relatively affordable cost. These signs could be semi-permanent, or could switch on a regular basis for local events, etc. (see **Figure 6-3**). Some potential locations for banners could be the following (see **Map 6-2**):
 - Gatlin Boulevard (Oak Hammock)
 - Del Rio Boulevard (Del Rio)
 - Tulip Boulevard (Whispering Pines)
 - Savona Boulevard (Savona North)
- Sub-area welcome signs adjacent to primary intersections (see **Map 6-2, Figures 6-4 and 6-5**) – these could take the form of small monument signs.
 - Gatlin Boulevard/Brescia Street and Crosstown Parkway/California Boulevard (Oak Hammock)
 - Port St. Lucie Boulevard/Cameo Boulevard and Crosstown Parkway/Cashmere Boulevard (Del Rio)
 - Gatlin Boulevard/Port St. Lucie Boulevard (Whispering Pines)
 - Gatlin Boulevard/Savona Boulevard and Port St. Lucie Boulevard/Alcantarra Boulevard (Savona North)

Map 6-2: Potential Welcome Sign Locations and Banner Corridors

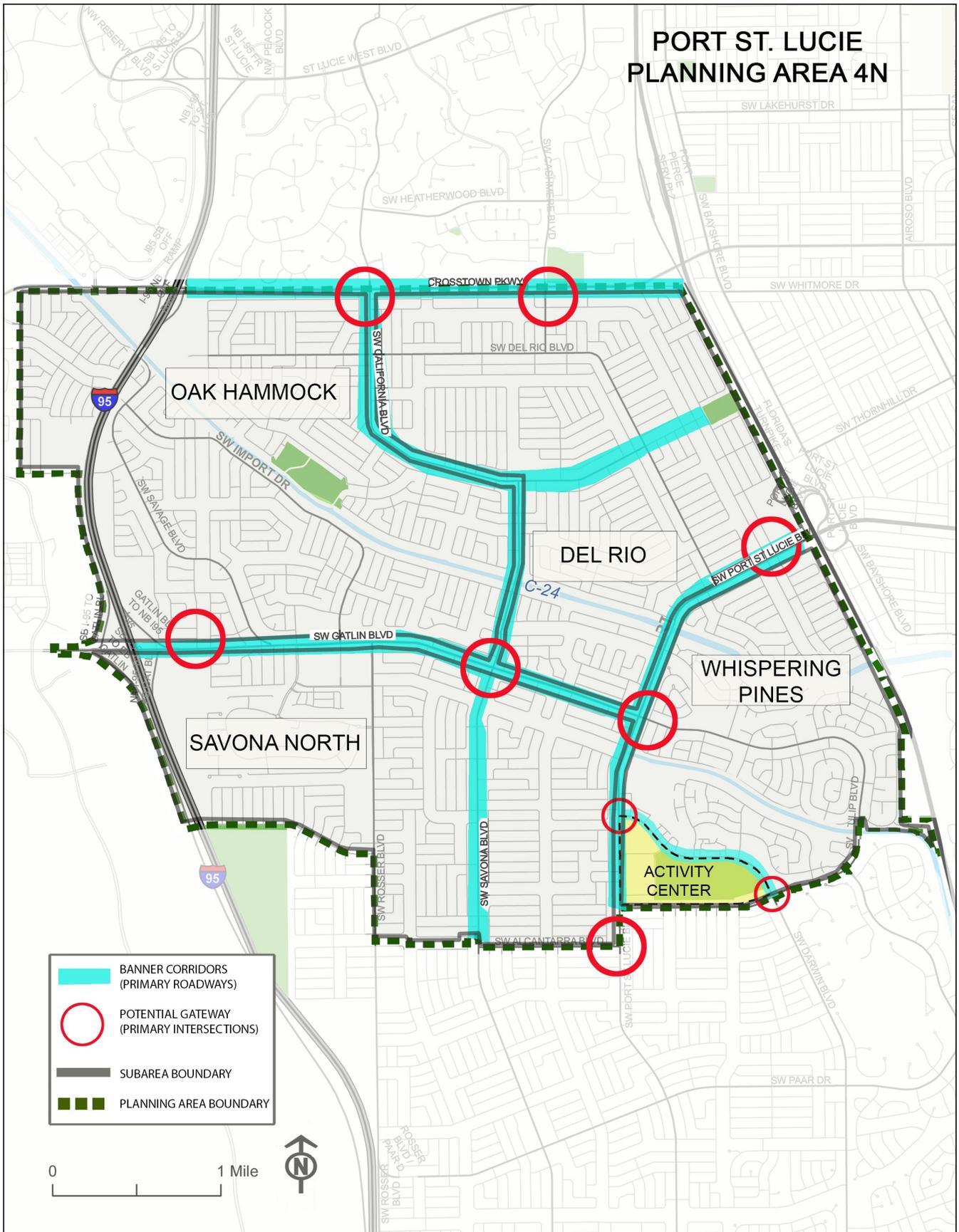


Figure 6-4: Potential Welcome Sign Ideas

Archways



El Cajon, CA (Source: Flickrriver)



Carlsbad, CA (Source: Tripadvisor)



Farmville, VA (Source: Harvey Design Land Architects)



Costa Mesa, CA (Source: A Bubbling Cauldron)



Goodyear, AZ (Source: Hunt Design)



El Cajon, CA (Source: Hunt Design)

Figure 6-5 Potential Signage Implementation Concept



6.2 Creating Activity Center

Activity Centers are locations with a mix of commercial, residential, and/or institutional uses that either currently serve or will serve as nodes of activity. The purpose of identifying and encouraging the development of Activity Centers is to accomplish the following:

- Create a sense of place and community.
- Encourage mixed-use/infill development.
- Improve business environment and diversity to serve the community.
- Provide variety of housing options, where applicable.
- Provide public open spaces and amenities.
- Create safe and attractive streets for people.

6.2.1 PA-4N Activity Center

In PA-4N, the designated Activity Center is located within the vicinity of Darwin Boulevard, Tulip Boulevard and Port St. Lucie Boulevard (see **Map 6-3**). As shown in **Map 6-4**, there are a number of assets and opportunities which the City can build upon to reinforce the development of this Activity Center. They include the following.

- **Existing Assets**
 1. Whispering Pines Park
 2. Minsky Gym
 3. Treasure Coast High School
 4. Parks Edge Community Center
 5. Darwin Square Shopping Center
 6. Near additional shopping/retail along Gatlin Boulevard
 7. St. Elizabeth Ann Seton Church
 8. Close to multi-family residential
 9. Access to the C-24 Canal
- **Potential Opportunities**
 1. Potential for mixed-use and retail commercial developments
 2. Pedestrian/streetscape improvements along major roadways
 3. Potential gateways at major intersections
 4. Potential passive parks and a trail system along the C-24 Canal and other waterways

The illustrative Activity Center Plan (see **Figure 6-6**) identifies how, over time and with strategic investments from both the public and private sectors, a more formal center will begin to evolve that could better serve the workers and residents who live in the immediate vicinity as well as those who live in the surrounding area. PA-4N is a large area, with established commercial, residential, recreational, and institutional uses. The concept shown in Figure 6-6 is one that builds upon these uses to create a greater variety of uses, more bicycle/

Map 6-3: Activity Center Location (with 5- and 10-minute walk radii)



Planning Area 4N

Activity Center -
Walking Distance

January, 2016

- 1/4 Mile or 5 Minute Walk
- 1/2 Mile or 10 Minute Walk



Map 6-4: Activity Center Opportunities



PORT ST. LUCIE
PLANNING AREA 4N
ACTIVITY CENTER

EXISTING ASSETS:
Highlighted in blue

- ① Schools: Treasure Coast High School and Windmill Point Elementary School
- ② Minsky Gym
- ③ Whispering Pines Community Park
- ④ Darwin Square Shopping Center
- ⑤ St. Elizabeth Ann Seton Church
- ⑥ Parks Edge Community Center
- ⑦ Multi-family: Rosewood Apartments/Condos and Villas of Windmill Point
- ⑧ Near additional shopping/retail on Gattin and access to canal

POTENTIAL OPPORTUNITIES:
Highlighted in red

- Ⓐ Pedestrian oriented improvements and development to encourage more walkability along SW Port St Lucie Boulevard, Tulip Boulevard, and SW Darwin Boulevard
- Ⓑ Undeveloped land for possible retail commercial / mixed use
 - There is already planned development for a Walmart store and a few commercial spaces
- Ⓒ Potential gateway at the intersections:
 - SW Darwin Boulevard and SW Port St. Lucie Boulevard
 - SW Darwin Boulevard and SW Tulip Boulevard
- Ⓓ Utilization of land by possible development of trail or outdoor spaces along C-24 and other waterways

pedestrian connectivity, and new and improved parks and recreation spaces. Specifically, as shown in **Figure 6-7**, there are opportunities to introduce more multi-family housing, create a sense of place, and to promote health and wellness through the integration of small passive parks along the canal and nearby ponds. The evolution of the Activity Center will provide opportunities for public art, programming and events, and easy connectivity between the larger employee population and nearby commercial uses.

Figure 6-6: Activity Center Illustrative Plan

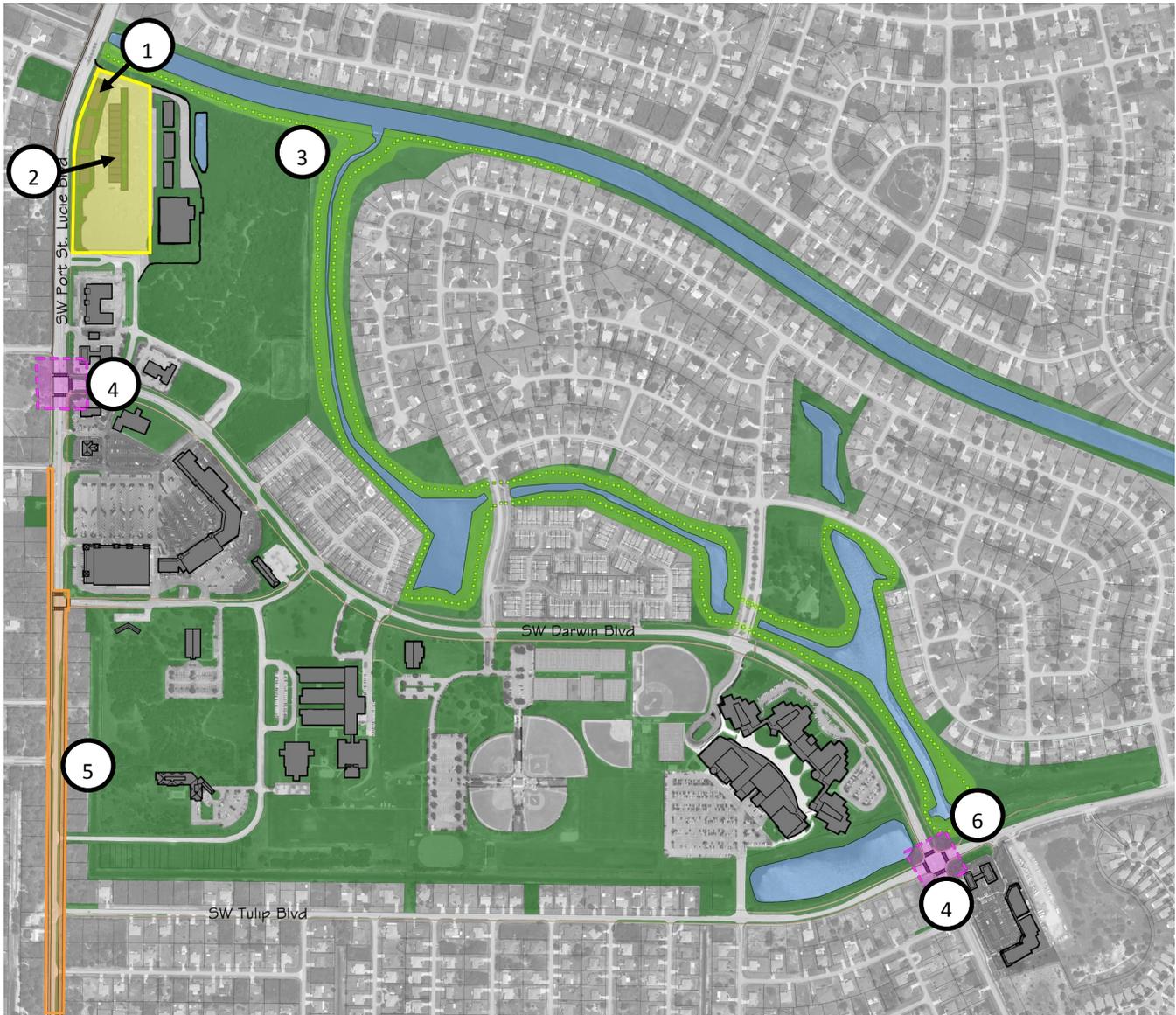


Figure 6-7: Activity Center Character Concepts



1 Small scale commercial facing street



4 More crosswalk access



2 Multi-family residential buildings behind commercial



5 Extended sidewalks on Port St. Lucie Blvd.



3 Trail around canal and nearby ponds



6 Trailhead signage and pathway

6.3 Enhancing Recreation and Leisure

PA-4N consists of 3 City parks, totaling approximately 95 acres (see **Table 6-1** and **Map 2-4**). As noted in the Table 6-1, there is a mix of active and passive parks that provide different types of amenities.

The challenge in PA-4N is lack of parks and recreational facilities, particularly pocket parks within easy and safe walking distance from the neighborhoods. The existing City parks include various facilities such as baseball fields, butterfly garden, docks/boat ramps, fishing piers, football fields, a gym, a multi-purpose field, picnic pavilions/shelters, playgrounds, tennis courts, volleyball courts, and walking, bicycling, and dog walking. Oak Hammock Park and Turtle Run Park lack pedestrian/sidewalk access to the parks. However, there are a number of undeveloped open spaces and stormwater ponds within PA-4N that could provide ample passive and active recreational facilities, community centers, community gardens, amphitheaters, natural areas, and cultural events for the local residents and to attract visitors.

Table 6-1: City Parks within PA-4N

Park Name	Acreage	Designation
Oak Hammock Park	48.7	CP-P
Turtle Run Park	10	LNP-A/P
Whispering Pines Park/ Minsky Gym	36	CP-A
TOTAL	94.7	

Legend: A-Active Parks, P – Passive Parks
Large Neighborhood Parks (LNP)
Community Parks (CP)

Source: City of Port St. Lucie Comprehensive Plan

Successfully enhancing recreation and leisure will require the following action steps:

1. Implement proposed parks/recreation projects identified in the Capital Improvements Plan.

The City has identified several projects that are consistent with the Vision for PA-4N and these should be prioritized for implementation (see **Map 6-5**). It is also recommended that future projects be presented to the PAAC in advance, and their consistency with the Plan discussed in the future.

- C-24 Canal Path (see **Map 6-6**)
- Crosstown Parking Lot (Cameo Boulevard and Janette Avenue) (see **Figure 6-8**)
- Dog Park (see **Figure 6-9**)

These recreational facilities could be connected by a pedestrian- and bicycle-friendly greenway trail.

2. Implement a blueway along the C-24 Canal.

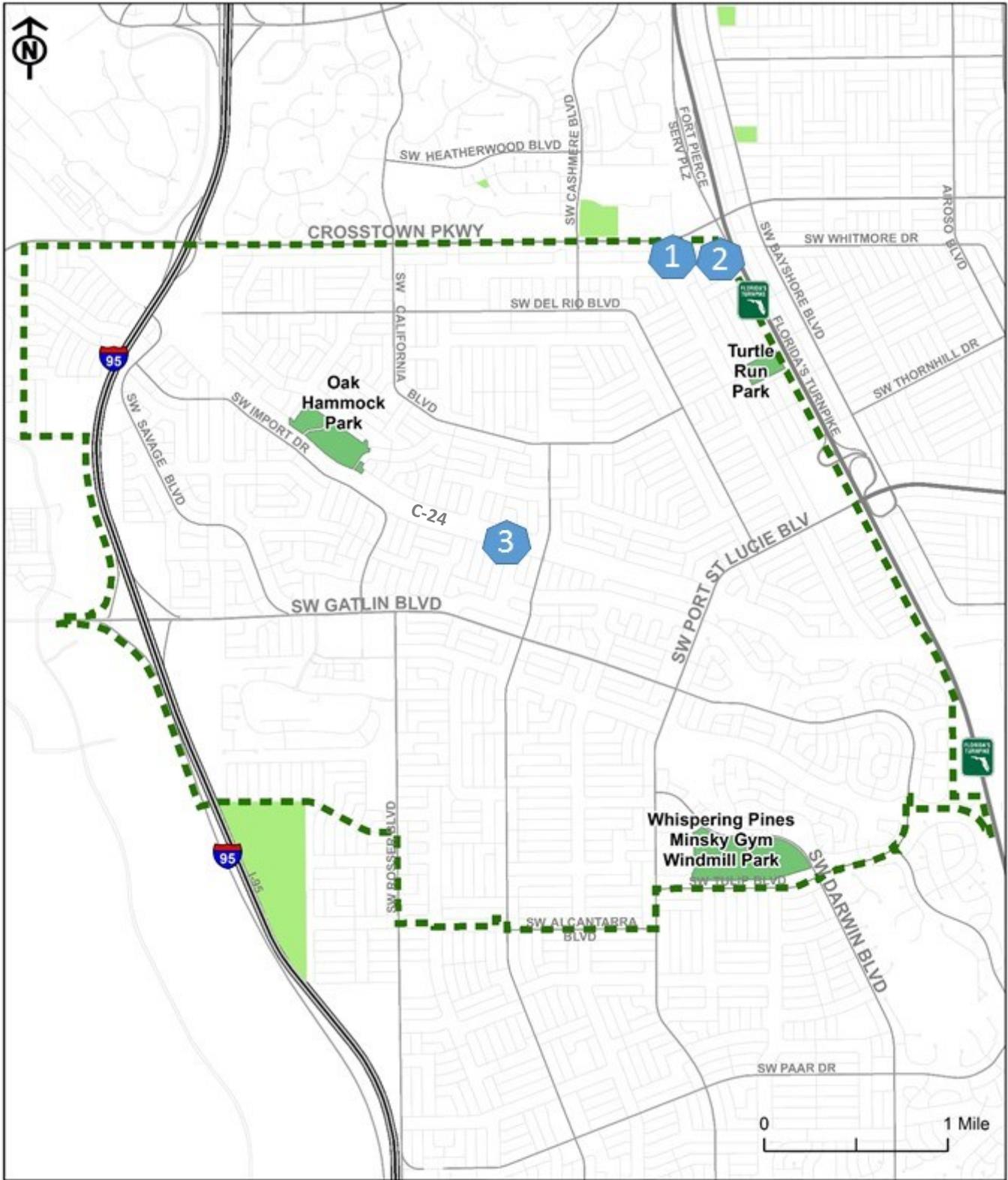
In addition to the creation of a multi-use trail along the canal, the City should consider providing for canoe/kayak access along the canal at key locations.

3. Complete a Parks and Recreation Master Plan to develop a specific plan for improving existing parks (signage, amenities, lighting, etc.) and to identify potential locations for new parks/improved recreational facilities.

4. Identify opportunities to create community gardens and make available grants and technical assistance to civic/neighborhood associations interested in development them.

There may be opportunities to create community gardens, similar to the one at 2600 SE Waterview Drive, which is on a half-acre site consisting of 44 garden plots (4'x8'x12"). Funding could be through the Community Development Block Grant (CDBG) and/or partnerships with local garden centers (see **Figure 6-10**).

Map 6-5: Capital Improvement Projects



Planning Area 4N

CIP Team Projects
Parks and Open Space

 Planning Area Boundary

 Parks



1. Crosstown Parking Lot
2. Dog Park
3. C-24 Canal Path

Map 6-6: C-24 Canal Path (Interstate 95 to Florida's Turnpike)

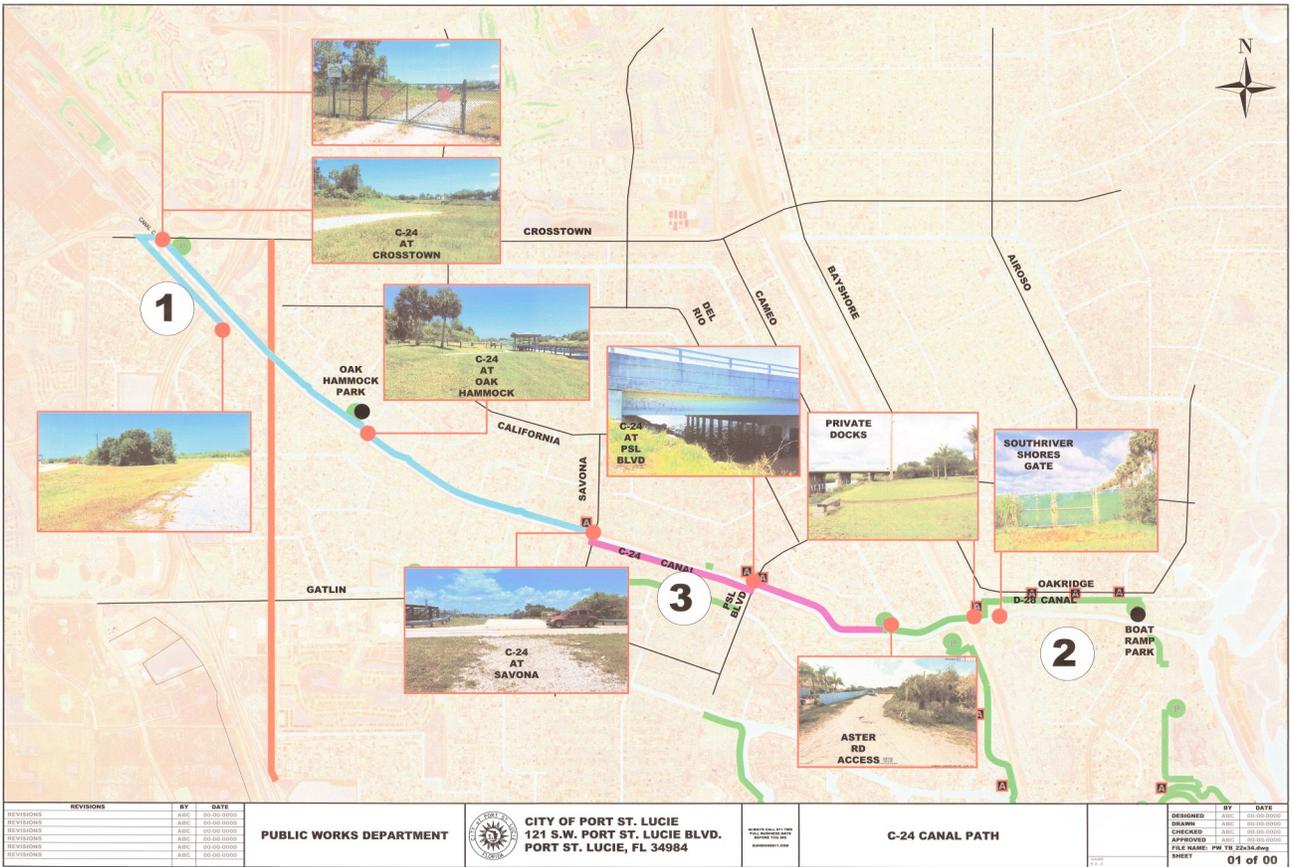
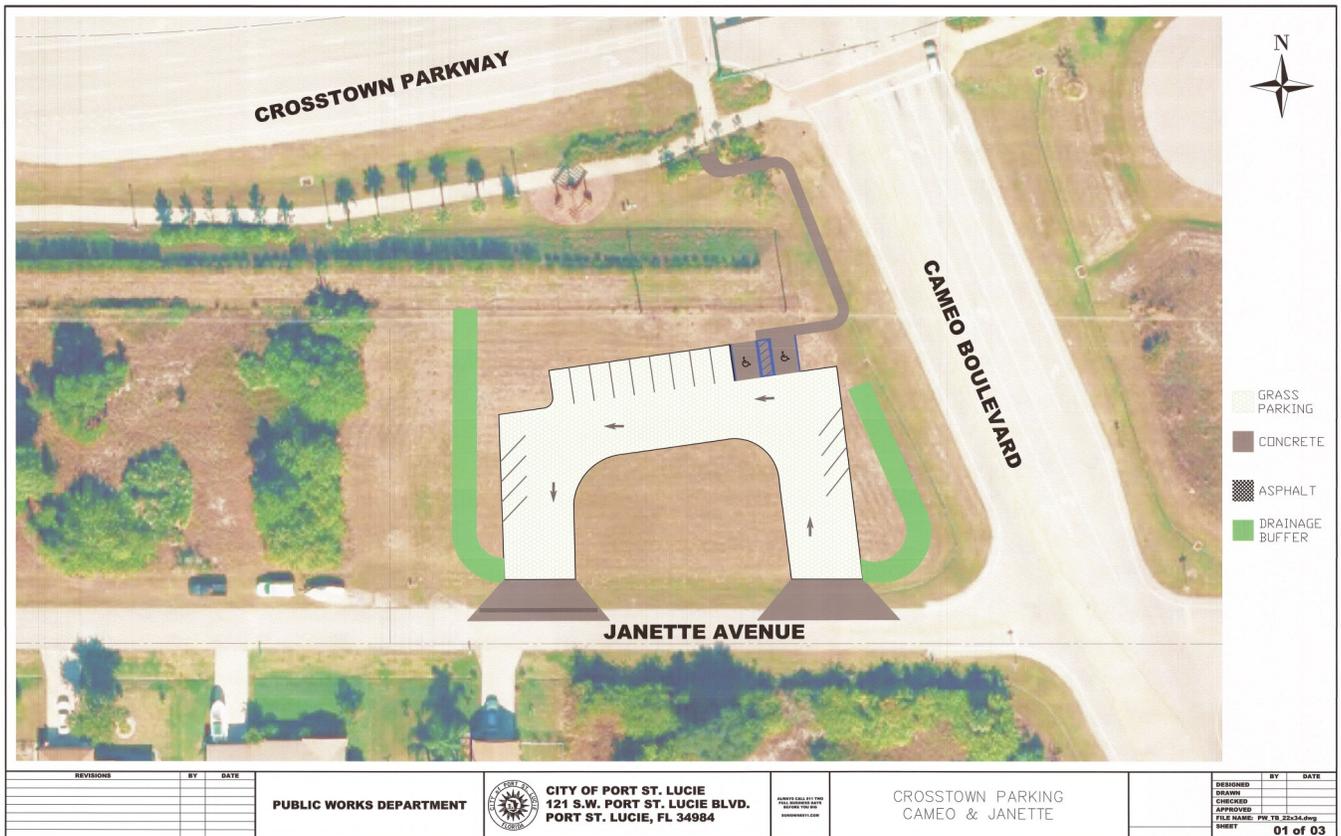


Figure 6-8: Crosstown Parking Lot (Cameo Boulevard and Janette Avenue)



6.4 Connecting Multimodal Transportation

Although the predominant form of transportation in Port St. Lucie is the car, other alternatives include walking, biking and transit. Implementing complete street design will create safe, efficient and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users' safe and comfortable access to schools, outdoor recreational facilities, and destinations (see **Figure 6-11**).

6.4.1 Sidewalks

Throughout the public involvement process, one of the most common issues/concerns raised was the need for improved pedestrian facilities generally, and sidewalks specifically. Although the City has been very active in improving pedestrian safety by installing public sidewalks through a City Sidewalk Program and in coordination with St. Lucie County through the Safe Routes to School Program, it is clear that there is still a need for more.

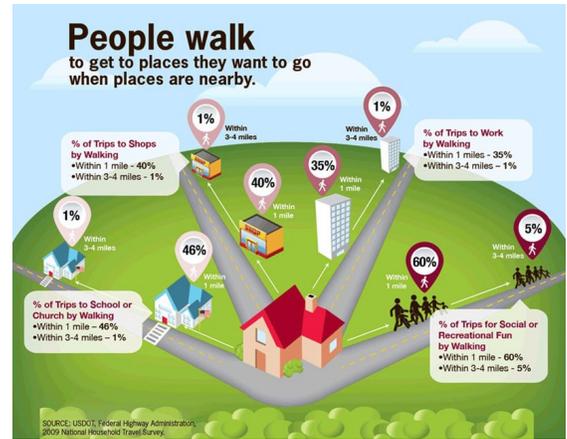
The City has identified future sidewalks consisting of proposed multi-purpose trail and priority sidewalks to improve pedestrian connectivity within PA-4N (see **Map 2-6**). In addition to sidewalk improvements, the City has identified a pathway along the C-24 Canal (see **Map 6-5** and **Map 6-6**).

The City has developed its sidewalk program with a focus on connecting schools to improve the safety of children. This is a logical approach that ensures that some of the most vulnerable citizens are protected. However, through the public involvement process, it became clear that there was a desire to prioritize park connections with the sidewalk programs as well.

6.4.2 Bicycle Facilities

The City recognizes the need for bicycle accommodations as an integral component of a citywide transportation system. The City currently requires that bicycle accommodations be incorporated into all development projects and urban roadway projects. Other City policies encourage bicycle parking facilities at bus stops, bicycle facilities within community and regional parks, off-road trails such as drainage canals and utility right-of-way property, other major recreational facilities, and coordination with bicycle planning activities with other agencies associated with bicycle planning activities.

Figure 6-11: Multimodal Benefits

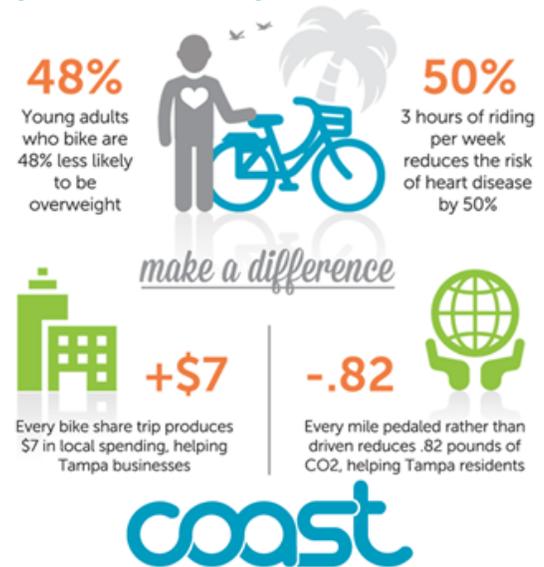


(Source: USDOT, Federal Highway Administration)



(Source: Active Living Research)

good for you. good for tampa.



(Source: Plan Hillsborough)

The existing bicycle facilities within PA-4N consists of bike lanes, wide sidewalks, and paved shoulders. The City of Port St. Lucie has identified future bike facilities within PA-4N consisting of proposed multi-purpose trail and priority bicycle corridor (see **Map 2-6**).

6.4.3 Public Transit

The Council on Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two types of transit service are provided: 1) the Treasure Coast Connector, a fixed-route service; and 2) Community Transit, a demand response system. **Map 2-7** shows proposed bus routes within PA-4N to provide viable transit service for local residents, help alleviate roadway congestion, reduce greenhouse gas emissions in the city.

The low-density development pattern within PA-4N prohibits the St. Lucie County School District from providing school bus pick-up deep within the neighborhoods. Instead, the typical pattern is that children travel (either walking, biking, or by car) from their neighborhoods to arterial roadways to catch the school bus. This requires that the St. Lucie County School District pick up children along major roadway corridors, which creates safety issues, as students are often waiting where there are no sidewalks, bike racks, or shelters.

To improve safety and comfort at school bus pick-up/drop-off areas and alleviate traffic congestion in those locations, the concept of a bus stop with amenities or “superstops” is proposed. This concept should be deployed at strategic locations (in right of way or publicly owned property) in close coordination with the St. Lucie County School District (see **Map 6-7**).

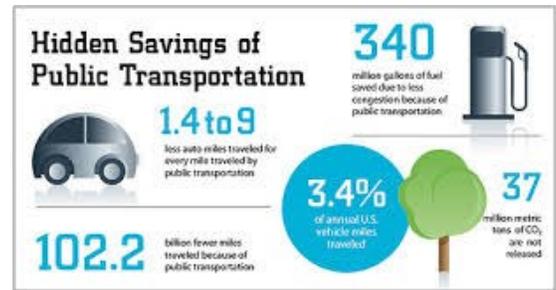
Successfully designing complete streets and connecting the multimodal transportation system will require the following action steps:

- 1. Develop performance measures for construction of bicycle/pedestrian facilities and report them at quarterly PAAC Meetings.**

As noted in **Section 6.5.1**, the City has a logical and robust sidewalk construction program. To ensure that more community members become aware of the process and progress, the City should report on the number of feet of sidewalk constructed on a quarterly basis, the specific locations where they were installed, and what the work program will look like in the following three months. It is also recommended that the quarterly reports be posted on the PAAC website.

The Neighborhood Planning Division should be responsible for sharing any issues/priorities for new sidewalk construction with Public Works as appropriate. It will be the Neighborhood Planning Division’s job

Figure 6-11: Multimodal Benefits (cont’d)



(Source: Sustainable Cities Collective)

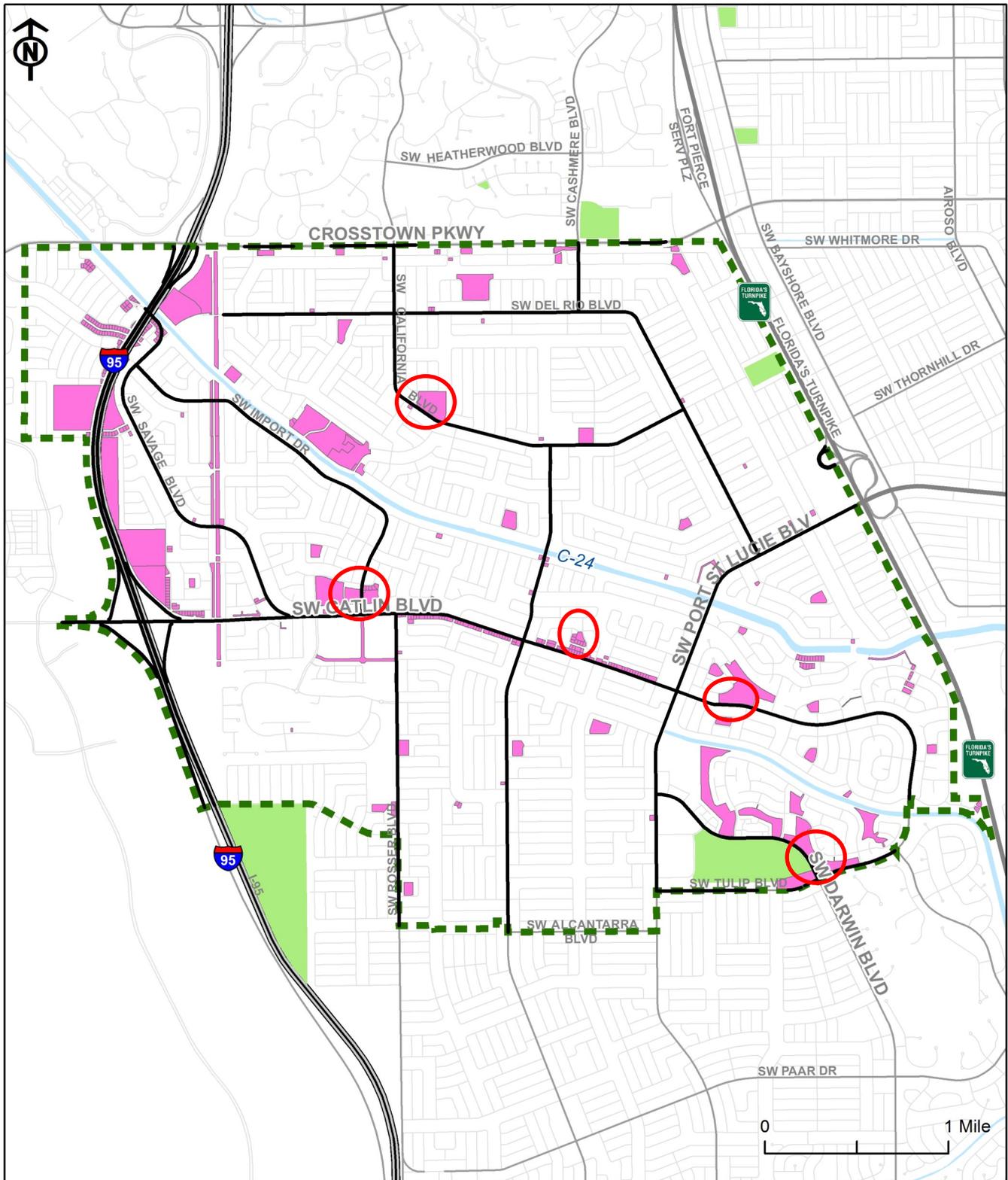


(Source: Cincinnati Trans Forum)



(Source: The Treasure Coast Observer)

Map 6-7: Potential Superstop Locations



Planning Area 4N
 Bus Stop Corridors
 February, 2016

-  Major Roads
-  City Owned Land
-  Planning Area Boundary



2. Consider the creation of a funding process that would allow property owners to fund sidewalk construction by taxing themselves.

This process, already well-established with the funding of streetlights, could provide additional construction funding for the City to use to install sidewalks. It is recommended that the City identify local vendors who can complete the installation for sidewalk projects funded through this process. By retaining an outside vendor, the City will remain focused on implementation of its existing sidewalk program.

3. Collaborate with the St. Lucie County School District and to identify locations to develop a transit “superstop.”

The establishment of a pilot superstop project within PA-4N would provide a demonstration of the concept that would provide important information about location, design, and desired amenities to residents and City officials. If the concept is found to be successful, additional stops could be developed as funding becomes available. It will be important to coordinate these efforts not only with the School District but also with the Council on Aging to co-locate public transit and school transit facilities wherever possible/ appropriate.

The first is a compact model that provides basic amenities (shelter, bike rack, trash receptacle) in a compact footprint to allow for flexibility in placement (see **Figure 6-12**). The second is a standard model that provides extra seating and bike racks, as well as a location for public art (see **Figure 6-13**). The final concept is the park-and-pick-up concept, which incorporates the amenities of the standard model, but also accommodates some surface parking for those parents who wish to pick-up/drop off their kids at the bus stop (see **Figure 6-14**).

6-12: Prototypical Superstop Concept—Compact Model



Figure 6-13: Prototypical Superstop Concept—Standard Model

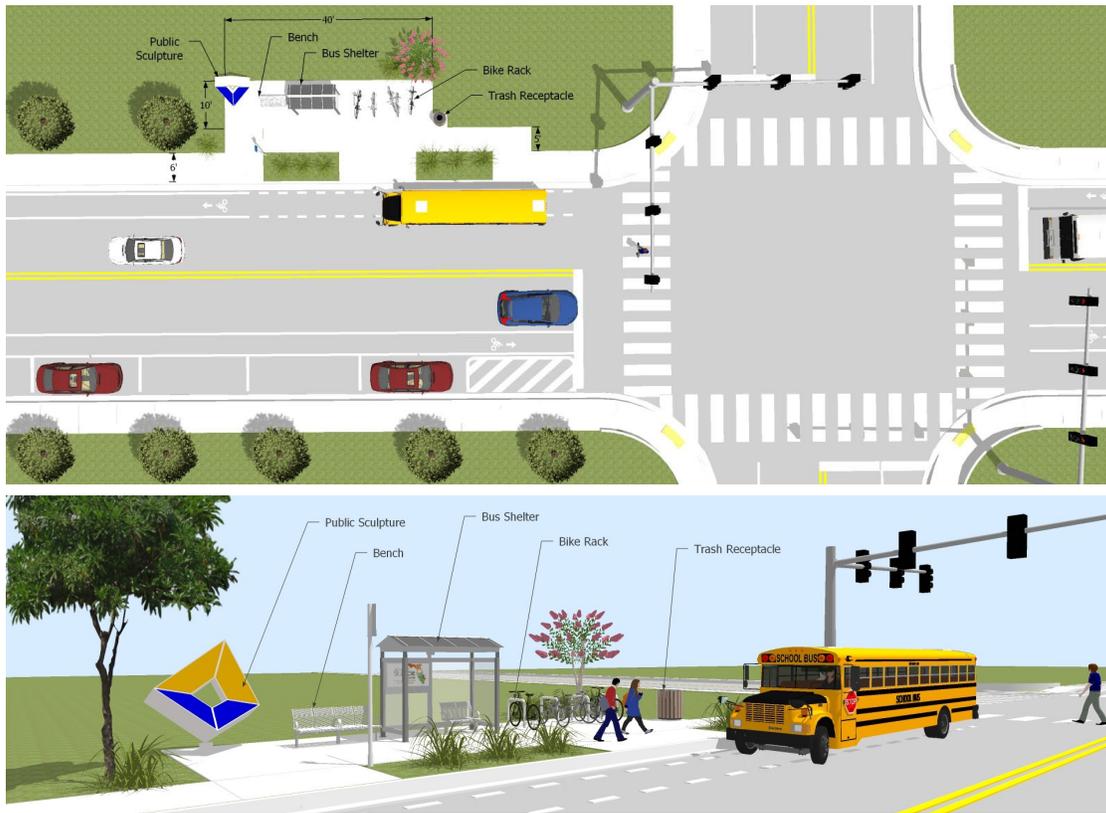
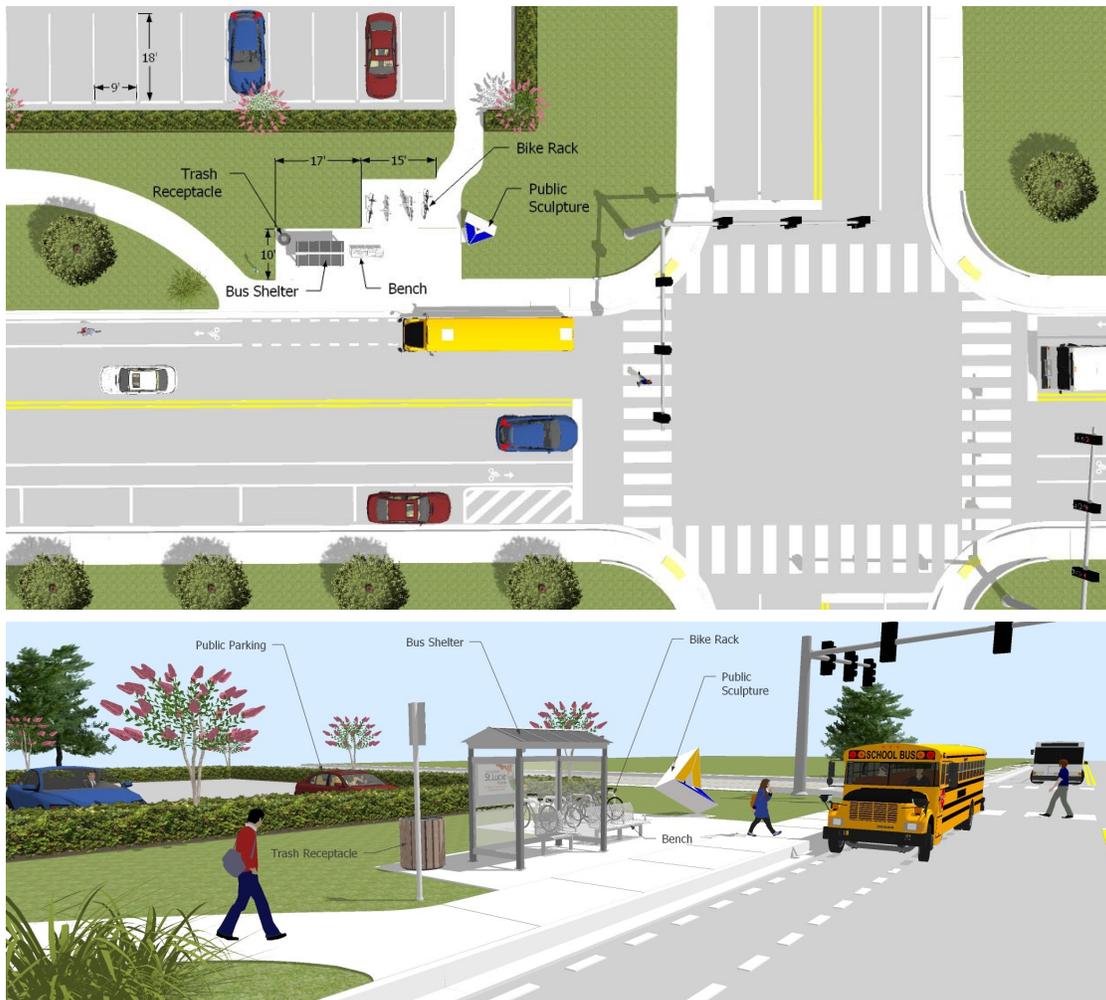


Figure 6-14: Prototypical Superstop Concept - Park and Pick-Up Model



6.5 Integrating Arts and Culture

The City of Port St. Lucie recognizes the importance of art as an integral element to enhance the quality of the visual environment, both natural and built, and, in so doing, add the quality of life and raise the level of citizen awareness of aesthetic experiences in their everyday lives. In April 2013, the City Council adopted Ordinance 13-18 to create Chapter 162. Art in Public Places in the Land Development Regulations (LDR).

Public art in PA-4N will add to the visual and cultural identity to the Planning Area and its neighborhoods, creating a unique sense of place and distinction, enjoyment and pride for the local and visitors. The goal is to create a stimulating environment that reflects and enhances the heritage, diversity and character of PA-4N through public artworks integrated in the architecture, infrastructure, and landscape and to celebrate the community's cultural expression and heritage.

The following art and culture strategies shall comply with Section 162, LDR subject to the Public Art Fund.

6.5.1 Public Art Opportunities

Public art can contribute to the visual identity of PA-4N to strengthen civic connectivity and creating local points of pride. These projects create a visual language that helps make the places that connect PA-4N neighborhoods identifiable and unique, and the places could be considered “common grounds” for residents of PA-4N—places where neighborhoods come together through recreation and social activities or that provide threads that enable people to move from one neighborhood to the next. These places include infrastructure systems that link different parts of the PA-4N (entry arterials, walking streets, multi-purpose trails, canal trails, park, stormwater facilities) or facilities that touch and knit together multiple neighborhoods (special parks and recreation facilities) (see **Figure 6-15**).

Successfully integrating arts and culture will require the following action steps.

Entry Arterials

Entry arterials represent the primary gateway roadways that traverses PA-4N and offer the best opportunities to create a sense of entry and identity within the community. These should be major roadways within PA-4N, which is important for several reasons:

- Arterials typically have larger right-of-way, which provides more opportunities for public art installations.

Figure 6-15: Examples of Public Art



(Source: Council on Culture & Arts for Tallahassee/Leon County)



(Source: Douglas Kornfeld)



(Source: Public Art Network)

- Arterials are heavily traveled by those living/working within PA-4N and outside of it. These roadways offer excellent exposure for public art installations and provide the greatest potential impact for defining community identity.
- Investment in transportation and streetscape improvements are much more likely to occur on major arterials, providing additional opportunities to integrate public art into streetscape design from the early stages.
- Major arterials provide street lighting, which provides opportunities to illuminate art pieces or provide illuminated art.

1. Identify entry arterials within PA-4N where streetscape improvements will be integrated with public art features.

- Potential entry arterials within PA-4N include the following:
 - Port St. Lucie Boulevard
 - Gatlin Boulevard
 - Savona Boulevard
 - California Boulevard

2. Once the entry arterials are identified, create an action plan for integrating public art at key locations.

- Identify upcoming roadway projects on designated entry arterials that include improved/enhanced streetscape improvements and collaborate with the appropriate departments (City, County, FDOT) to ensure that an artist be included on the streetscape design team. Based on his/her work as part of the team, the artist can create unique streetscape elements or site-specific works to be located along the street. Additionally, the team may identify platforms for temporary artwork.
- Develop a public art grant program to help encourage the development/installation of locally developed art along the entry arterials.

Walking Streets

Walking Streets represent corridors with which residents most commonly interact during their daily lives. These are the local streets that connect homes to parks and neighborhood commercial centers and typically provide reduced traffic, increased pedestrian opportunities, as well as opportunities to interact with neighbors. These neighborhood streets are less

Figure 6-15: Examples of Public Art (cont'd)



(Source: City of Clive, IA)



(Source: Public Art Directory)



(Source: Clearwater Art Alliance)

likely to be subject to major infrastructure projects and may or may not have street lighting. However, they do provide opportunities within individual sub-areas to create some unique identifying features, and to allow for some temporary creative expressions.

1. **Identify Walking Streets within PA-4N where neighborhood public art installations (permanent and temporary) can be integrated.**
2. **Partner with TCC to install art at bus stops and other transit facilities.**
3. **Coordinate with civic/neighborhood associations or local schools for street paintings or bench projects. These could be permanent or temporary installations.**
4. **Develop a wayfinding system to include platforms for displaying temporary artworks.**
5. **Encourage property owners to install two-dimensional works of art on their buildings, or construct temporary projections or other projects.**
6. **Organize an annual, curated temporary art exhibition at the Parks Edge Community Center or other public venues.**
7. **Fund the design and installation of decorative transformer/signal box wraps.**

City Trails

Multi-use paths, greenways, blueways, and other trail facilities provide excellent opportunities for integrating public art. Artworks considered along these facilities could range from artist designed infrastructure (lighting, wayfinding, etc.) to site-specific works in key locations.

1. **Identify key nodes along the existing/planned trail network that would allow for public art opportunities.**

Artwork along trails will have the most impact at “nodes”—places where the trail intersects with important destinations or environmental or cultural features. Public art installations (whether permanent or temporary) at these locations would help build identity while also potentially serving as wayfinding elements. Some potential nodes include:

- Oak Hammock Park
- Turtle Run Park
- Whispering Pines Park
- Minsky Gym

Figure 6-15: Examples of Public Art (cont'd)



(Source: City of Charlotte and Mecklenburg County, NC)



(Source: Isadora Art and Photography)



(Source: Bradenton Downtown Development Authority)



(Source: American Trails)

- Future Library
 - Oak Hammock K-8 School
 - Treasure Coast High School
 - C-24 Canal Path
2. **Work with Parks and Recreation Department staff to create a work plan for public art on trails so that art projects can be commissioned in a strategic way (construction schedules and planned projects).**
 3. **Work with artists to identify a series of public art projects throughout the trail system that relate to one another and that can be implemented over time, such as a series of kiosks, trail markers, shade structures, bridge railings or another group of serial works designed by artists.**

Stormwater Facilities

Stormwater facilities provide an excellent opportunity for passive parks and sites for public art. Artists could be involved developing site-specific works of art for stormwater management parks that enhance appreciation of the waterways and/or make visible the stormwater management processes for educational purposes.

1. **With the construction of new stormwater facilities, set aside design/construction money for the purpose of integrating public art.**

Parks and Recreation Facilities

Existing/future parks and recreation facilities provide an excellent opportunity for the integration of public art pieces.

1. **With the construction of new parks, the City should set aside design/construction money for the purpose of integrating public art.**

Artists should especially consider possibilities for incorporating art into the civic elements of the facilities, such as entryways, gathering places, and circulation areas, so that the art can be experienced by all who visit the facility.

2. **Ensure that the provision of public art in parks is addressed as part of the Parks and Recreation Master Plan.**

Other Public Art Opportunities

1. **The PAAC should collaborate to seek out potential temporary/permanent art within PA-4N. These could include the following:**

Figure 6-15 Examples of Public Art (cont'd)



(Source: Trails WA)



(Source: Council on Culture & Arts for Tallahassee/Leon County)



(Source: Pennsylvania State University)



(Source: Art Daily)

- Portable street art – Exhibit art at various locations, at different times/seasons and during special events
- Murals

6.5.2 Cultural

Cities are cultural destinations, providers of exemplary quality of life, networks for new ideas, centers of economic vitality, and magnets for new residents. Planning culturally describes a commitment to realize the impacts of culture as indispensable tools for achieving broad civic objectives. The following recommendations seek to address gaps in PA-4N relating to cultural service delivery, expanded participation, broadened the impact of culture, and identification of new opportunities (see **Figure 6-16**).

1. **Link PA-4N to other planning areas and neighborhoods and to the Activity Center.**
2. **Implement programs, grants, marketing, outreach and partnerships that attract artists, visitors and residents from one neighborhood to experience another neighborhood.**
3. **Provide neighborhood connections with Activity Center festivals; marketing, programming, and partnerships with local cultural initiatives that link major festivals with neighborhood initiatives.**
4. **Do-it-yourself joint collaborations—guidelines, tools, and resources for marketing, programming, and hosting events.**
5. **Coordinate with festival organizers and cultural association/clubs to understand, share, and collaborate on sustainable models for neighborhood festivals.**
 - Atlantic India Association
 - Caribbean American Cultural Group
 - Friendly Sons and Daughters of Ireland
 - Italian American Club of the Treasure Coast
 - Polish American Social Club
 - Port Saint Lucie Sons of Italy
 - Portuguese American Cultural Club of Port St Lucie
 - Puerto Rican Association for Hispanic Affairs
 - Spanish American Club
 - Other associations/clubs
6. **Maximize people’s opportunity to participate in arts and culture.**

Figure 6-16: Examples of Cultural Activities



(Source: Puerto Rican Association for Hispanic Affairs)



(Source: Port Saint Lucie Sons of Italy)



(Source: TCPalm)



(Source: Alachua County Visitors & Convention Bureau)

7. Improve the use of Parks Edge Community Center to enhance cultural participation.
8. Implement cultural activities at the Port St. Lucie Branch Library in cooperation with St. Lucie County.
9. Develop youth arts conferences and provide dedicated space featuring youth-only art.
10. Enhance transportation to and between neighborhood cultural venues.
11. Provide older adult outreach with targeted marketing and increased accessibility for older adults to participate in cultural events.
12. Develop family- and child-friendly programming and exhibits with curricula for early learning programs.
13. Increase cultural spaces in every neighborhood.
 - Revise zoning and licenses to allow for cultural uses to populate vacant and underused commercial and industrial spaces and foster new districts of cultural uses.
 - Permit pop-up cultural spaces in underused storefronts.
 - Donate/lease vacant land or buildings to arts groups, artists, or community cultural groups.
 - Conduct a comprehensive space inventory for cultural uses.
 - Collaborate among neighborhood spaces and parks and local cultural organization responsible for activating the space with cultural initiatives.

Figure 6-16: Examples of Cultural Activities (cont'd)



(Source: Youth Arts Group)



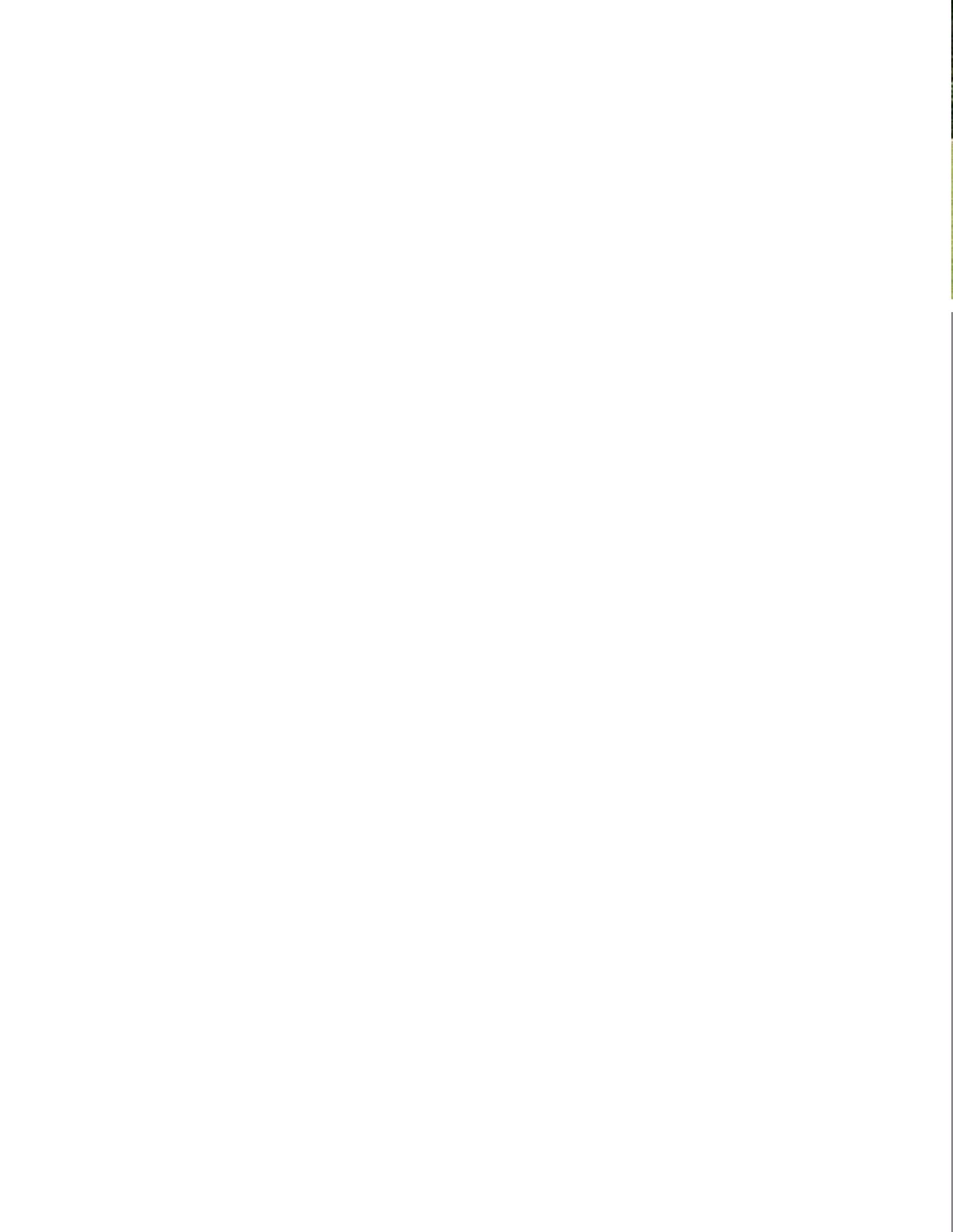
(Source: Choose Tallahassee)



(Source: Charleston Regional Development Alliance)



(Source: Notre Dame College)





PRIORITIZATION /DECISION-MAKING/ PERFORMANCE MEASURES

7.0 PERFORMANCE MEASURES AND PRIORITIZATION

This section of the Plan includes recommendations for performance measures that can be adopted to track plan implementation progress and a prioritization matrix that categories projects and initiatives into short-, medium-, or long-term.

7.1 Performance Measures

Performance measures are metrics that help the community, City staff, and elected officials track plan implementation progress over time. These measures can apply to a number of different areas of implementation both qualitative and quantitative. Each PAAC is encouraged to develop the right set of performance measures to track plan progress for each Planning Area.

7.1.1 St. Lucie TPO Performance Measures

The St. Lucie TPO recently adopted a series of performance measures to help track the successful implementation of the LRTP. The City should consider coordinating with the TPO to share data for the purposes of some of these measures. This is particularly relevant to this planning effort, as many of the recommendations are related to multimodal transportation. The following measures either have been pulled from the TPO document or are related to transportation and neighborhood planning:

- % of roadways with sidewalks and bike lanes
- % of transit stops with sidewalk access
- Lane feet of sidewalks
- Miles of fixed route transit service
- % of low-income, older adults, and persons with disabilities within ¼ mile of a transit route
- Community walkscores
- Number of bicycle riders
- Number of fatalities/serious injuries—car/motorized
- Number of fatalities/serious injuries—bicyclist/pedestrian

7.1.2 Other Potential Performance Measures

Additional performance measures that should be considered to track the implementation of the Plan, include the following:

- Attendance at PAAC Meetings
- Attendance at public workshops/forums
- Number of civic/neighborhood associations formed
- Civic/neighborhood association membership
- Number of events hosted by civic/neighborhood associations
- Grant dollars awarded by the City through its Neighborhood Grant Program
- Number of households in adopted street lighting/sidewalk funding districts

7.1.3 Conclusion

It is important to remember that selecting the appropriate performance measures is a very important step for the City and the PAAC as plan implementation begins. The measures selected should be relevant to the PAAC, and implementation of the Plan and data should be readily-available and fairly easy to update/maintain. Measures can be very useful, particularly over the long term, but due to the work involved they are often not maintained. It is recommended that the PAAC and City adopt a mix of the measures listed in the previous sections to address both multimodal improvements and community engagement and capacity building.

Once the right set of measures is selected, the City should publish them on the Neighborhood Planning Division website for easy public access. It is recommended that these measures should be updated annually and reported at a quarterly meeting of the PAAC.

7.2 Prioritization Matrix

The prioritization matrix on the following pages categorizes each of the major initiatives of the Plan as either short-, mid-, or long-term priorities (see **Table 7-1**). This matrix is designed to help build energy and enthusiasm by achieving small victories to increase momentum for implementation. Working with City staff, the PAAC should review and prioritize these priorities every year as they identify a work plan.

Table 7-1: PA-4N Prioritization Matrix

Activities	Short Term (Years 1–3)	Mid Term (Years 4–6)	Long Term (Years 7+)
Building Identity			
Delineate sub-areas within PA-4N			
Conduct public survey to identify preferred sub-area names			
Formally adopt sub-area names and include in Land Development Regulations and Comprehensive Plan as appropriate			
Complete branding process to identify sub-area logos and wayfinding design			
Implement Banner Program along primary roadways			
Implement sub-area gateway signs adjacent to primary intersections			
Activity Centers			
Adopt Activity Center location and policies in Comprehensive Plan			
Identify modifications to Land Development Regulations			
Create trail around the C-24 canal and nearby ponds			
Extend sidewalks on Port St. Lucie Boulevard			
Enhancing Recreation and Leisure			
Complete a Parks and Recreation Master Plan			
Crosstown Parking Lot			
Dog Park			
C-24 Canal Multi-Use Path			
Create grant program to provide technical assistance for community gardens			
Open community gardens in PA-4N			
Connecting Multimodal Transportation			
Develop performance measures for construction of bicycle/pedestrian facilities and report on them at quarterly PAAC meetings			
Update sidewalk prioritization process to include PAAC priorities			
Create funding process to allow property owners to fund sidewalks			
Identify locations of potential bus superstops			
Collaborate with St. Lucie County schools to implement first superstops			
Integrating Arts and Culture			
Identify entry arterials where streetscape improvements will be integrated with public art features			
Create action plan for integrating public art on entry arterials			
Identify walking streets within PA-4N where public art installations can be integrated			
Partner with Treasure Coast Connector to install bus stops and other transit facilities			
Coordinate with civic organizations or local schools to do street and/or bench painting projects			
Fund design and installation of decorative transformer/signal box wraps			
Organize annual temporary art exhibitions at Community Center			

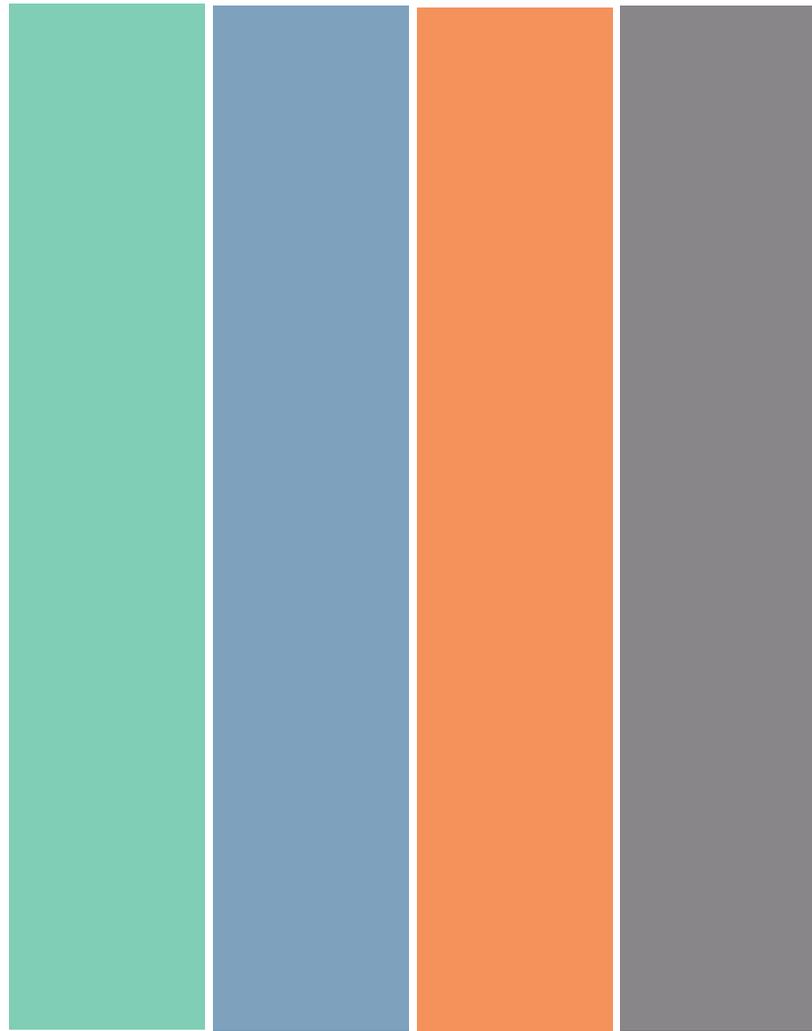
Table 7-1: PA-4N Prioritization Matrix (cont'd)

Activities	Short Term (Years 1-3)	Mid Term (Years 4-6)	Long Term (Years 7+)
Integrating Arts and Culture (cont'd)			
Develop a public art plan to identify locations for installations along the existing/future trail network			
Adopt a public art requirement for new stormwater ponds			
Have the PAAC identify locations for neighborhood murals			
Identify opportunities for portable street art installations			
Coordinate a community festival with a local cultural association/club in PA-4N			
Conduct a comprehensive space inventory for cultural uses			
Modify the Land Development Regulations to allow for flexible use of vacant space for art/culture activities			

7.3 CONCLUSION—IMPORTANCE OF COLLABORATION AND COMMITMENT

Successful plan implementation depends on committed staff, community, and the availability of resources. The City is committed to the concept of neighborhood planning, but successful implementation will take time and resources. The community will need to continue to be engaged to ensure that the planning process moves forward. As is noted in the Action Plan, it will also be essential for community members to become and stay involved with implementation of the Plan. This involvement could include participation in a civic/neighborhood association and/or the Planning Area Advisory Committee. As these organizations are volunteer-based, sustained engagement is required to ensure that they remain engaged and active in the neighborhoods.

This Plan is not static, and it should be revisited and amended regularly. The PAAC will be empowered to make changes to the Plan, working closely with the City to ensure that the goals and realities of both are reflected in the document.



CITY OF PORT ST. LUCIE

PLANNING AREA 4 SOUTH NEIGHBORHOOD ACTION PLAN

DRAFT MARCH 2016



Tindale
Oliver
design

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APPENDIX A. Public Involvement Summaries



INTRODUCTION

1.0 INTRODUCTION

1.1 Neighborhood Action Plan Purpose

The City of Port St. Lucie's intent is to develop a Neighborhood Action Plan (Action Plan) for each of the six Planning Areas (PA-1, 3, 4N, 4S, 6 and 7) that make up many of the older portions of the City that are not master-planned communities. This Action Plan helps to guide City policy, physical change, and decision-making in Planning Area 4 South (PA-4S) over the next 10–15 years to achieve an agreed vision for the future, and to support and advance the City's strategic goals of having *stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles*. PA-4S is generally bounded by SW Alcantarra Boulevard, SW Tulip Boulevard, and SW Dreyfuss Boulevard to the north, Florida's Turnpike to the east, C-23/County Line to the south, and Interstate 95 to the west. It includes 6,669 acres or approximately 10.42 square miles (see **Maps 1-1** and **1-2**).

The fundamental first step to establish a Neighborhood Planning Program is building organizations by formalizing a Neighborhood Planning Division and creating neighborhood organizations as described in Volume 1 -Neighborhood Planning Program. By having a Planning Area Advisory Committee (PAAC) and encouraging the development of civic/neighborhood associations for each sub-area, interaction between the City and local residents will be improved which will help implement a detailed work plan with projects, programs, and initiatives designed to achieve the vision.

1.2 Action Plan Format

The Action Plan for PA-4S consists of this introduction and seven additional sections, as shown in **Figure 1-1**. Each section is described below:

Planning Area Context

This includes a review of existing conditions within PA-4S and identifies issues and opportunities to be addressed in the Action Plan. Several different focus areas are examined, including demographics, land use, parks and recreation, and transportation facilities.

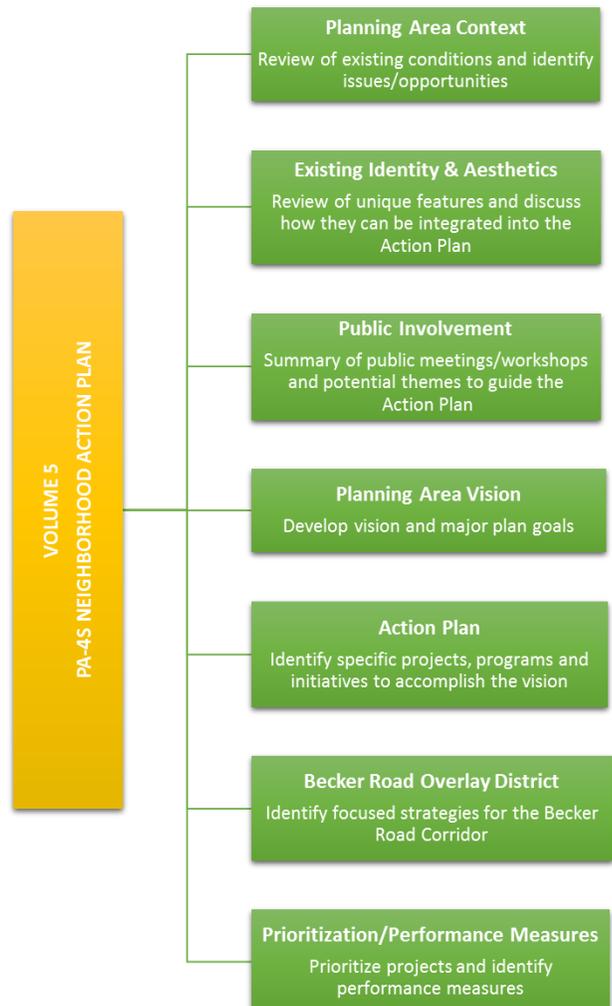
Existing Identity and Aesthetics

This includes a review of unique recreational areas, architectural features, and urban design elements within PA-4S and an assessment of how these existing features might be integrated into the Action Plan.

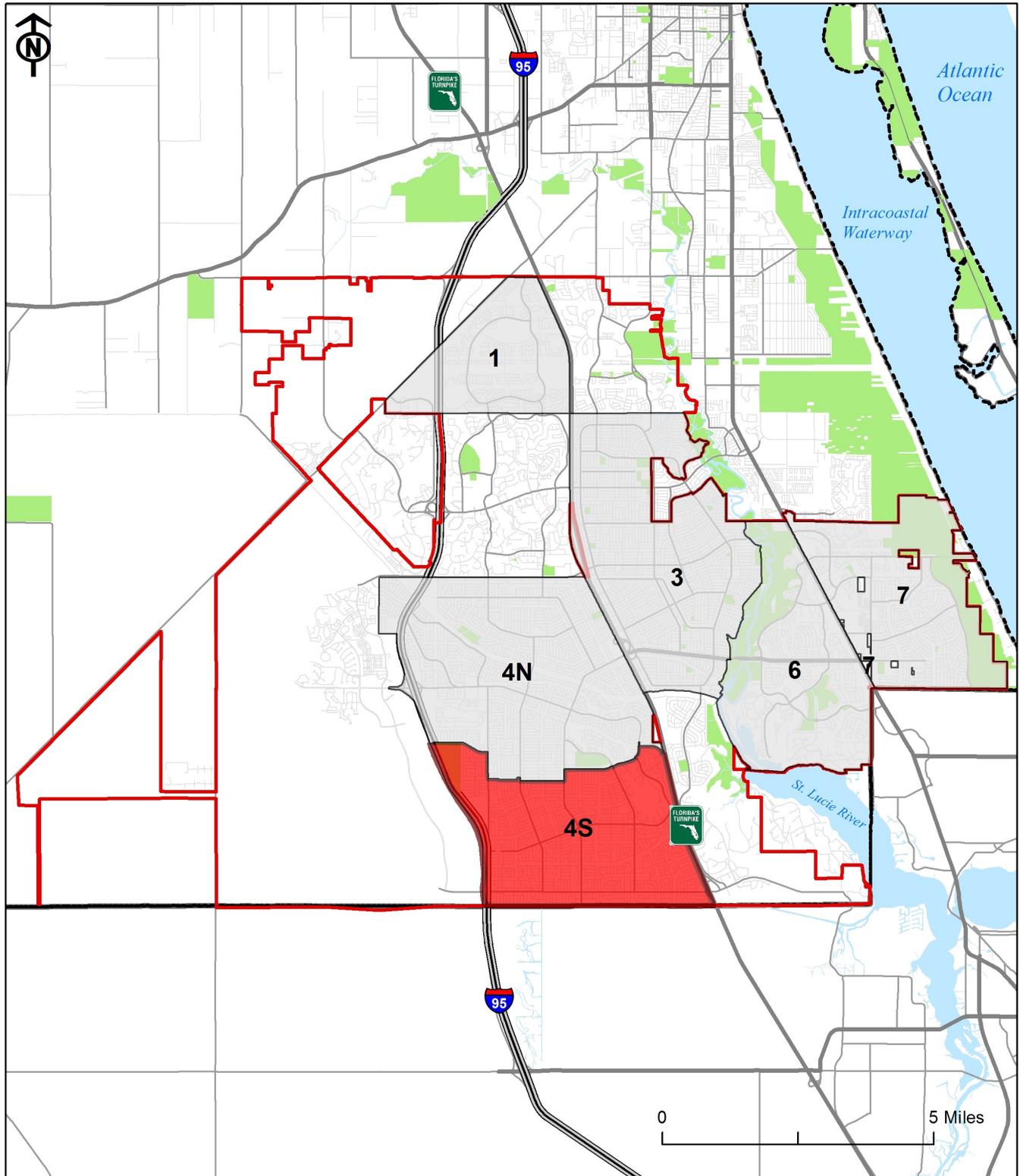
Public Involvement

This section summarizes the public input and the identified themes to guide the Action Plan for PA-4S.

Figure 1-1: Action Plan Format



Map 1-1: Planning Areas



Planning Area 4S

Study Area

January 2016

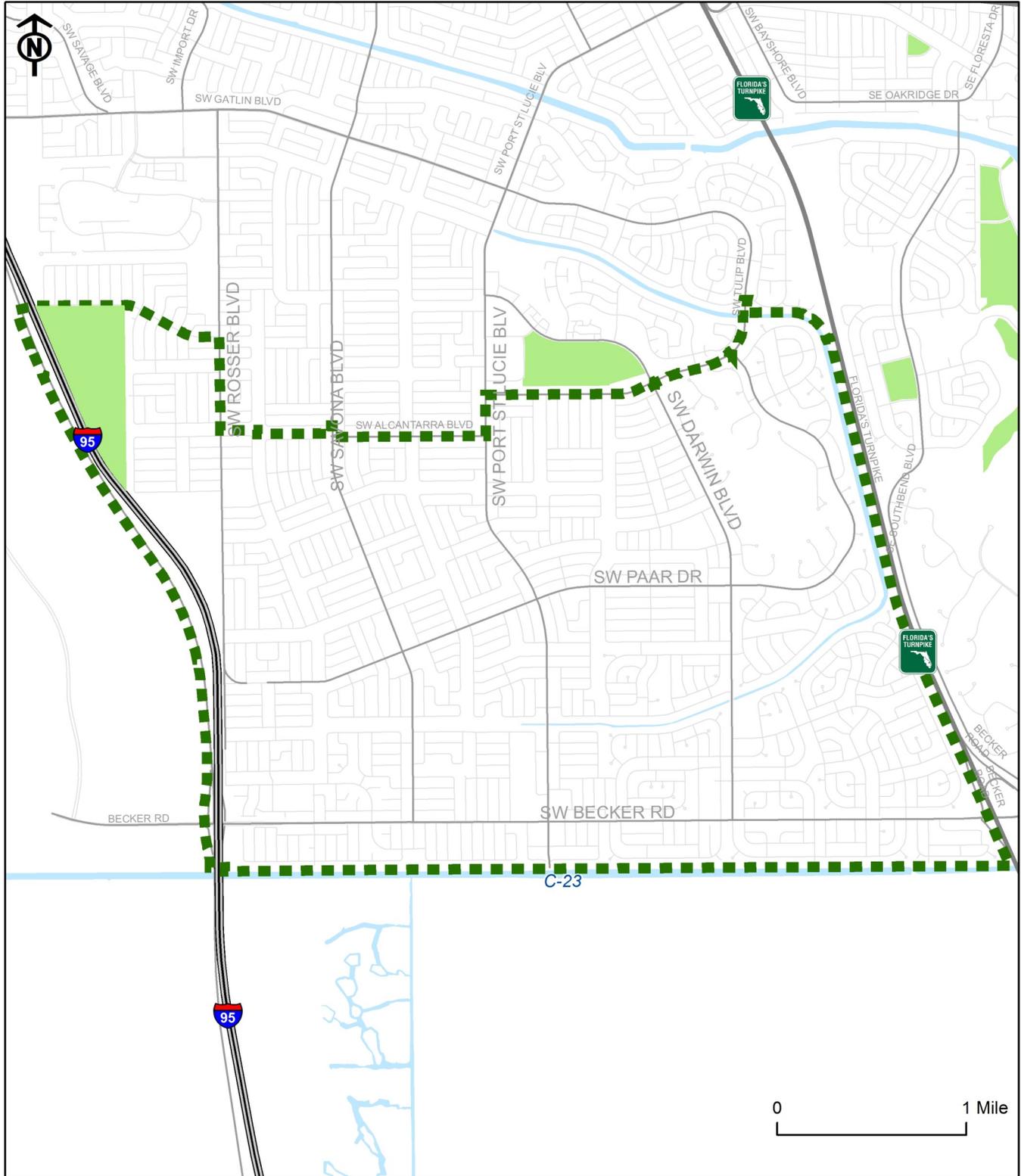
Planning Areas

- Additional Planning Areas
- 4S

- Port St. Lucie City Limits
- County Boundary
- Parks and Preserves



Map 1-2: PA-4S Study Area



Planning Area 4S

Study Area

February, 2016

-  Park
-  Planning Area Boundary



Planning Area Vision

Using the results of the existing conditions assessment and the results of the public involvement process, a Planning Area vision was developed. This includes an overall vision statement and major plan goals identified to achieve the vision.

Action Plan

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focus areas of the Plan.

Becker Road Overlay District

This section includes focused recommendations for improving the Becker Road corridor in the southern portion of PA-4S. These recommendations include a framework for a future zoning overlay district to improve aesthetics and function within the corridor.

Prioritization/Performance Measures

This includes recommended prioritization for projects identified in the Action Plan as well as performance measures to allow the City to track key indicators related to community quality of life.





PLANNING AREA CONTEXT

2.0 PLANNING AREA CONTEXT

The Planning Area context includes a review of existing planning and policy documents, and fieldwork assessment to reach a reasonable understanding of the existing development pattern and activity within PA-4S, and identify issues and opportunities that will serve as the Planning Area framework.

2.1 Demographic Overview

The total population of PA-4S is 23,977 and the projected population for 2040 is 44,618, an increase of 86%.

Citywide, the median age is 40, the median household income is \$48,962, and 16% of the population is below the poverty level. The average household size is at 3.07 persons per household (see **Table 2-1** for a comparison), and the population under age 20 makes up an estimated 27% of the total population (see **Table 2-1**). These figures describe a city with a significant youth/family population, which affects the types of projects/programming desired.

At 6,670 acres or almost 10.4 square miles, PA-4S is large in area and, with 23,977 residents, it makes up approximately 9% of the total land area of Port St. Lucie and 14% of its population. In fact, as shown in **Table 2-2**, PA-4S is comparable in size and population to many small cities, including some in the region.

In addition to population trends, Census household data from the American Community Survey (ACS) was reviewed for Port St. Lucie, Stuart, Jupiter, Fort Pierce, St. Lucie County, and Florida as a whole. As shown in **Figures 2-1, 2-2** and **2-3**, Port St. Lucie has the largest household size, the highest home ownership rate, and the lowest percentage of multi-family housing.

2.1.1 Issues and Opportunities

The demographics of PA-4S as summarized in **Tables 2-1** and **Table 2-2**, present issues and opportunities for its growth and development. The projected population growth of 86% by year 2040 will require additional housing, which will increase single-family housing, and potentially create an opportunity for some new multi-family housing (townhomes, apartments, condos, etc.) as well. As shown in **Figure 2-1**, Port St. Lucie has a very low percentage of multi-family units, and the projected population growth may create an opportunity to increase these units in strategic locations.

Table 2-1: PA-4S Demographics

Demographic Characteristics - 4S	
Population	
2013 Estimate	23,977
2040 Projection	44,618
Percent Change	86.09
Age (2013 Census)	
Under 20	6,587
20–34	4,090
35–59	8,259
60+	5,326
Median Age (Citywide)	39.7
Households (2013 Census)	
Average Household Size	3.07
Median Household Income (Citywide)	\$48,962
Below Poverty (Citywide)	16.1%

Source: US Census

Table 2-2: Scale of PA-4S to Other Nearby Cities

Location	Population/ Land Area (square miles)
Planning Area 4S	
Population	23,977
Land Area (square miles)	10.42
Jupiter, Florida	
Population	60,681
Land Area (square miles)	21.47
Fort Pierce, Florida	
Population	43,601
Land Area (square miles)	20.57
Stuart, Florida	
Population	16,197
Land Area (square miles)	6.65

Source: 2040 Long Range Transportation Plan (LRTP) data and U.S Census

The population growth combined with a mix of housing types could provide the opportunity for some ancillary commercial and office uses. In order to maximize the impact from this expected growth redevelopment should be encouraged that provides opportunities for a mix of housing types (apartments, townhomes, etc.) in close proximity to office/commercial uses. Additionally, policy changes and infrastructure investments should be made to protect/strengthen the existing light industrial employment areas.

Finally, the high homeownership rate for Port St. Lucie shown in **Figure 2-2** demonstrates the stability of the existing population. This stability has the potential to increase the likelihood of successful plan implementation since a stable population is more likely to invest in change.

2.2 Land Use

Port St. Lucie’s existing land use, future land use, zoning, and parks and recreation facilities were reviewed to reach a reasonable understanding of the pattern of development activity within PA-4S, assess whether neighboring uses are compatible with each other, and determine whether certain uses appear to be deterring development activity.

2.2.1 Existing Land Use

The existing land uses within PA-4S comprise largely single-family residential and a gated community, Sawgrass Lakes. The majority of commercial and office uses are concentrated at the intersection of Port St. Lucie Boulevard and Paar Drive, most of which are active. The Westport Wastewater Treatment Plant is located along Feldman Avenue at the northeast corner of the area. Only one City park is within PA-4S, O.L. Peacock Park, and there are several undeveloped open spaces/woodlots for recreation. There are some institutional uses, such as churches, the Global Learning Pre-School of Port Saint Lucie, and NAU Imagine Charter School (see **Figure 2-4**). Numerous vacant properties exist along Becker Road, Savona Boulevard, Port St. Lucie Boulevard, Darwin Boulevard, and in the residential neighborhoods (see **Map 2-1**).

2.2.2 Future Land Use

The predominate future land use in PA-4S is Low Density Residential, which allows for the continued development of single-family homes. Outside of those designated for continued single-family development, there are areas designated for commercial, institutional, mixed-use and medium-density residential developments. These areas include the major corridors (e.g., Becker Road, Port St. Lucie Boulevard, Savona Boulevard, Darwin Boulevard). The future land use categories along Becker Road and Port St. Lucie Boulevard include Commercial and Mixed-Use, which allow for the continued intensification of commercial and mixed-

Figure 2-1: Household Size Comparison

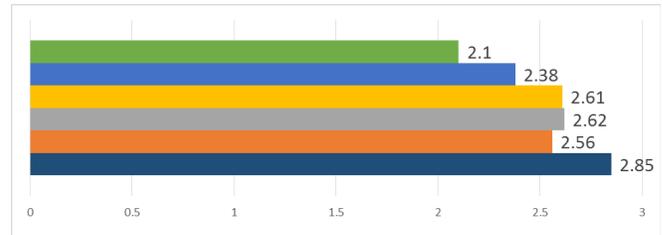


Figure 2-2: Homeownership Rate

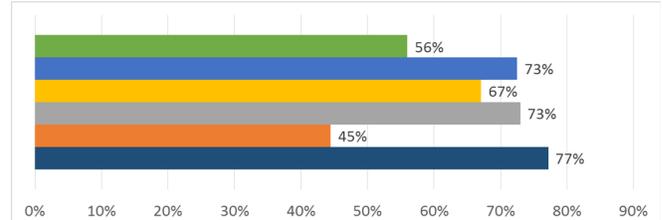
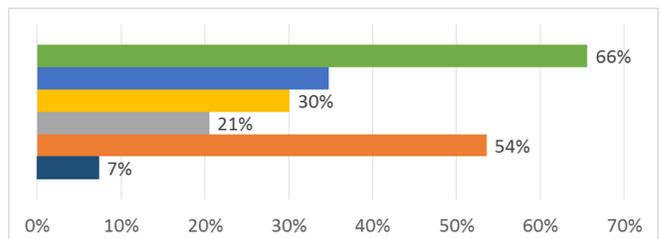
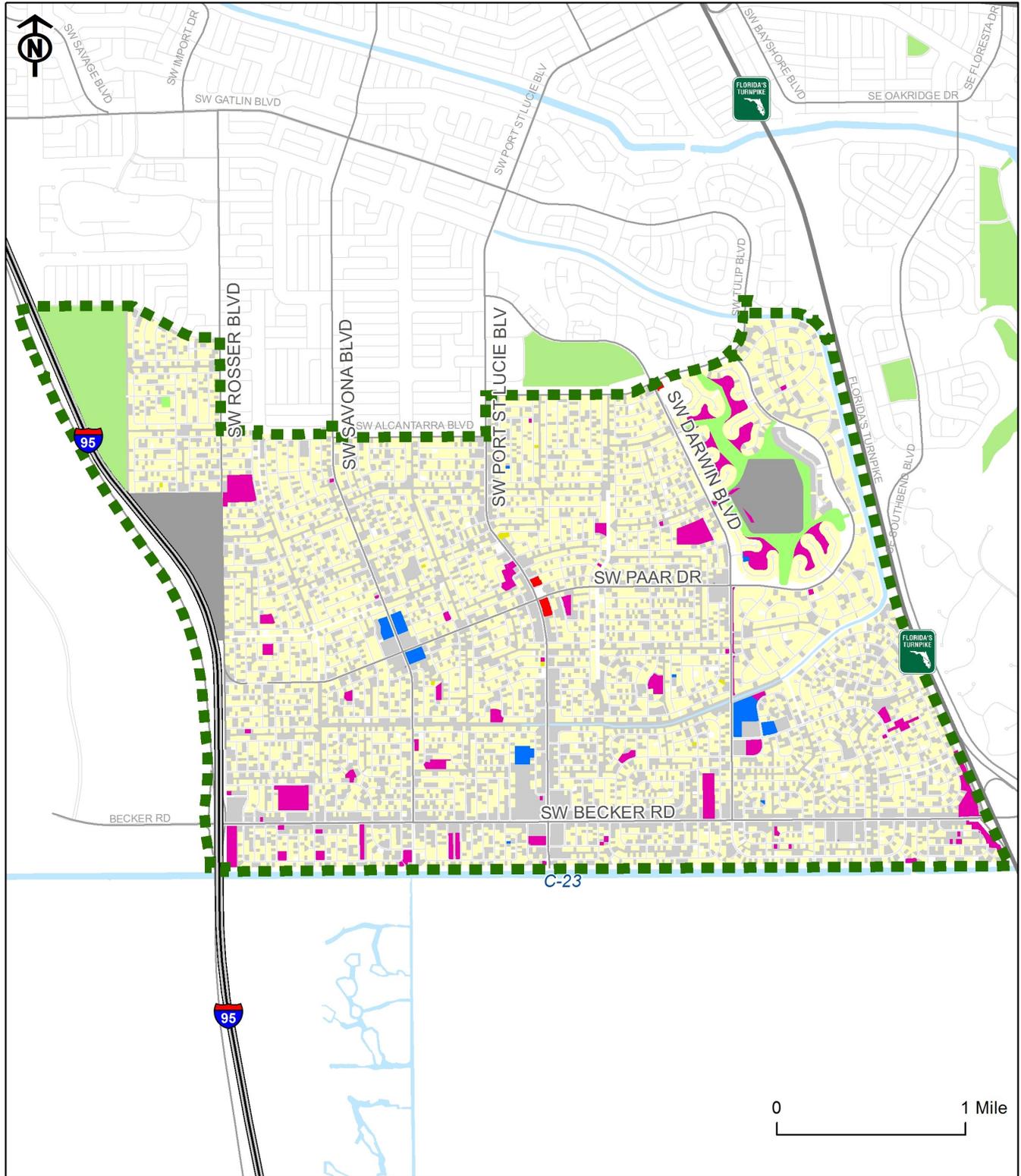


Figure 2-3: Percentage of Multi-Family Housing



Map 2-1: Existing Land Use within PA-4S



Planning Area 4S

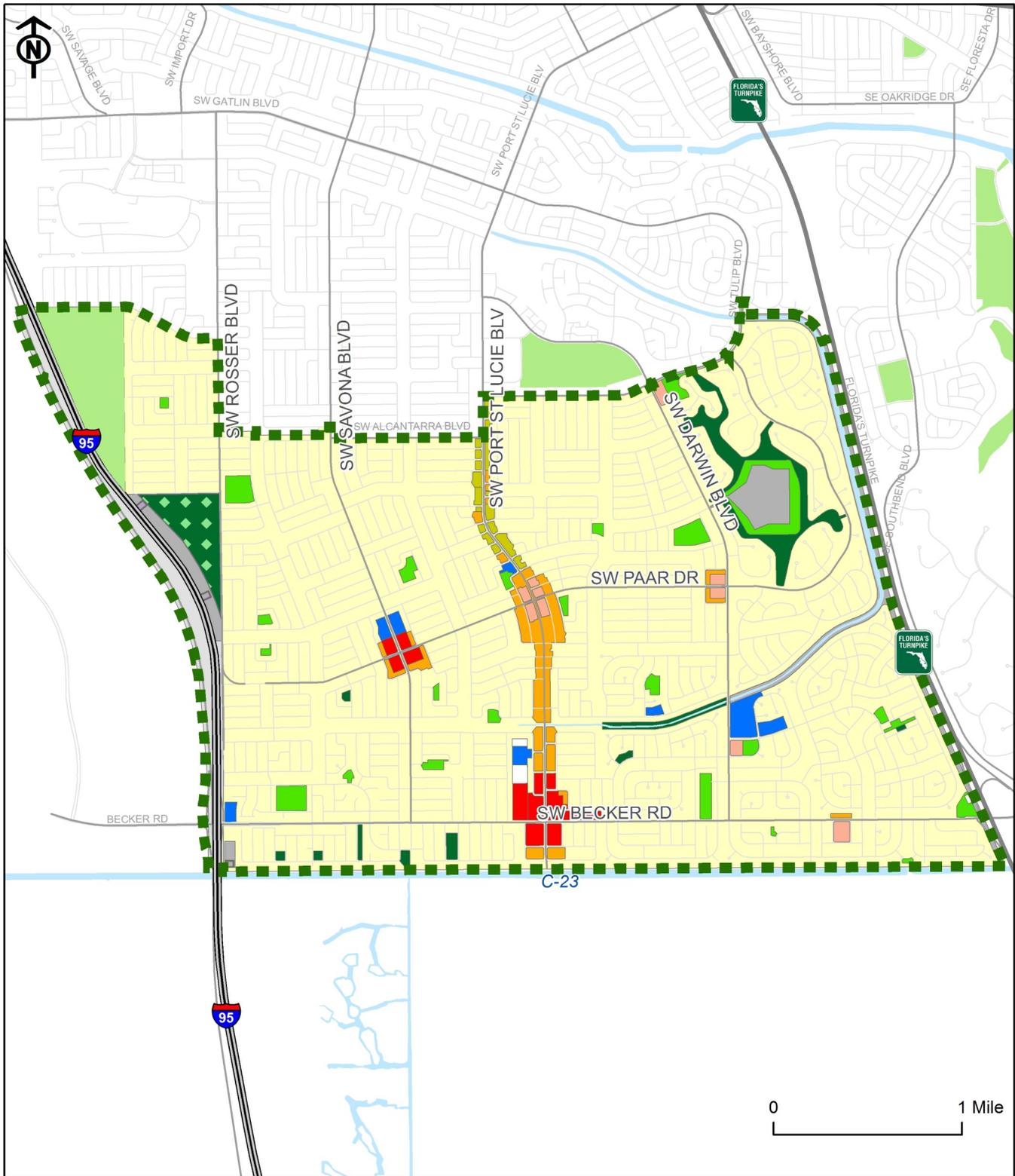
Existing Land Use

March, 2016

- Vacant
- Single Family
- Commercial
- Institutional
- Governmental
- Utility
- Multi-Family
- Parks and Open Space
- Planning Area Boundary



Map 2-2: Future Land Use within PA-4S



Planning Area 4S

Future Land Use

February, 2016

- | | | | | | |
|--|----------------------------|--|-------------------------|--|--------------------|
| | Utility/Light Industrial | | Recreation | | Highway |
| | Utility | | Conservation/Recreation | | Limited Commercial |
| | Medium Density Residential | | Conservation | | Mixed Use |
| | Low Density Residential | | Institutional | | General Commercial |
| | | | Planning Area Boundary | | |



uses. A village center is desired at the intersection of Becker Road and Port St. Lucie Boulevard based on the Becker Road Charrette. In addition, two other commercial nodes, at Becker Road and Savona Boulevard and Becker Road and Darwin Boulevard, were identified for neighborhood commercial centers; however, the Low Density Residential future land use has not been amended to General Commercial to implement these two nodes (see **Map 2-2**).

2.2.3 Zoning Designations

The existing zoning within PA-4S includes a variety of classifications (see **Map 2-3**). The majority of the area is zoned for single-family residential. There is also a residential planned unit development, Sawgrass Lakes. There are limited commercial and office zoning designations, and most are vacant.

There is some Limited Mixed-Use zoning along Port St. Lucie Boulevard, which allows only for the conversion of single-family residential lots to multi-family, institutional, professional/business office or limited retail uses.

The Institutional zoning allows for public utility facilities. One of the City's wastewater treatment facilities is located in the middle of a single-family residential planned development, which is buffered with open space-conservation.

2.2.4 Parks and Recreation

Port St. Lucie boasts almost 40 unique parks and recreational facilities consisting of approximately 828.32 acres (citywide), including, but not limited to, natural reserves, parks and playgrounds, parkways, open spaces, waterways, and other recreational facilities.

PA-4S consists of only one park, O.L. Peacock Park, which is approximately 110 acres (see **Map 2-4** and **Figure 2-5**). The park offers opportunities for boating (non-motorized vessels), fishing, walking, and bicycling, but there are few amenities. The park has no sidewalk access or walking paths, and the parking area is unpaved and not American with Disabilities Act (ADA) compliant. The park also lacks bathroom facilities and has very minimal lighting.

2.2.5 Issues and Opportunities

PA-4S is dominated by single-family homes with limited multi-family residences. Providing a variety of multi-family housing types such as townhouses, apartment complexes and

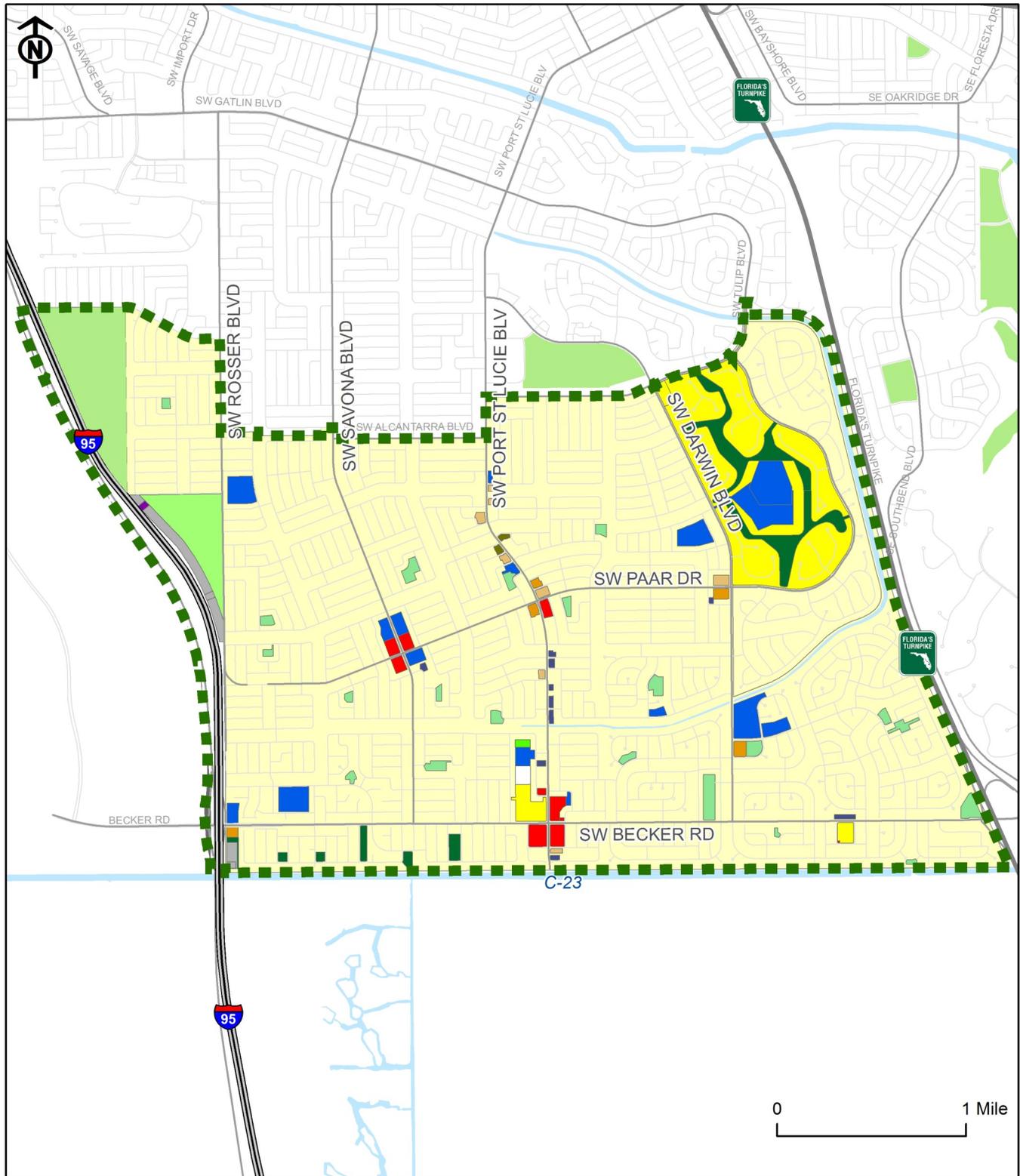
Figure 2-4: Existing Land Uses



(Source: WPTV)



Map 2-3: Zoning Designations within PA-4S



Planning Area 4S

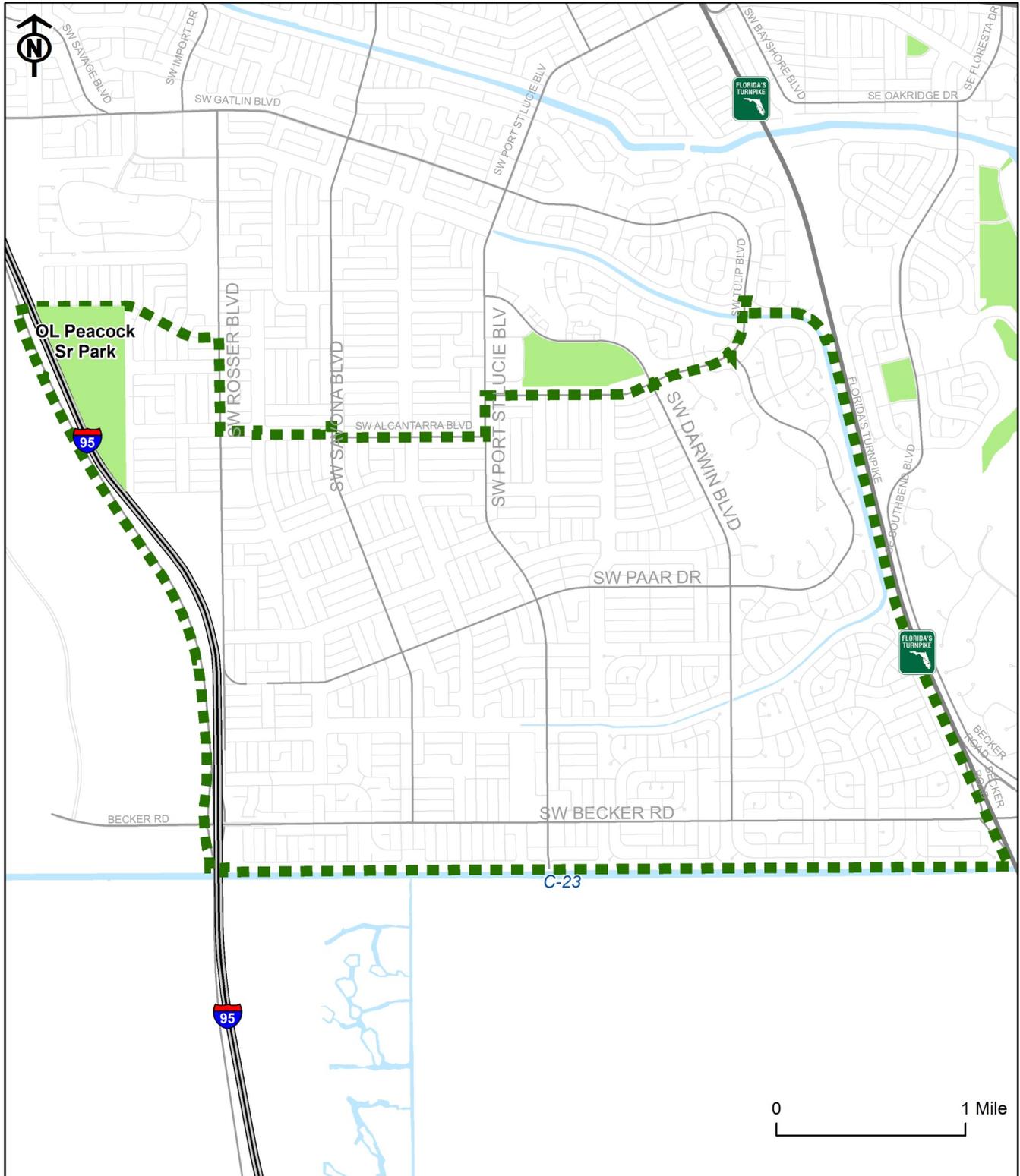
Zoning

February, 2016

- | | | |
|--|---|--|
| ■ General Commercial | ■ Multi-Family Residential | ■ Professional |
| ■ General Use | ■ Neighborhood Commercial | ■ Single-Family Residential |
| ■ Industrial | ■ Open Space - Conservation | ■ SLC Agricultural |
| ■ Institutional | ■ Open Space - Recreational | ■ To Be Determined |
| ■ Limited Mixed Use | ■ Planned Unit Development | ■ Utility |
| | | Planning Area Boundary |



Map 2-4: City Parks within PA-4S



Planning Area 4S

Existing Parks

February, 2016

- Park
- Planning Area Boundary



Figure 2-5: O.L. Peacock Park



(Source: City of Port St. Lucie, FL)

residential mixed-use developments would create affordability and diversity, as well as creating a transitional/buffer between non-residential uses and single-family homes.

Most commercial and office uses are located along Port St. Lucie Boulevard and Paar Drive. These corridors are dominated by strip commercial type developments, but have the potential of evolving into mixed-use corridors and providing more neighborhood services (i.e., grocery stores, personal services, restaurants, etc.). There is also the potential for the development of an activity center at the intersection of Port St. Lucie Boulevard and Becker Road and two other neighborhood commercial nodes at Becker Road and Savona Boulevard and Becker Road and Darwin Boulevard that were identified in the Becker Road charrette. However, the Low Density Residential future land use has not been amended to General Commercial or Mixed Use to implement these two commercial nodes. The intersection of Savona Boulevard and Paar Drive also could become another commercial and mixed-use node (see **Sections 6.2** and **7.0**). With incremental improvements by both the public/private sector, these areas could become a future neighborhood focal point for PA-4S.

There is currently only one “official” park in PA-4S, which provides very limited amenities for local residents. However, there are numerous City-owned undeveloped open spaces within PA-4S, which could provide ample recreational and community facilities, natural areas, and cultural events for the local residents and to attract visitors. These properties present opportunities to create new parks and recreational spaces within PA-4S. However, the City will need to balance the needs of existing parks facilities with the desire to create new parks spaces throughout the area.

2.3 Transportation

Port St. Lucie's existing transportation system in terms of roadways, sidewalks, bicycle lanes and public transit were reviewed to reach a reasonable understanding of the vehicular, pedestrian and bicyclist networks within PA-4S, and to plan for complete streets creating safe, efficient and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users.

2.3.1 Roadways

The existing roadways within PA-4S consist of 2- and 4-lane divided arterial corridors, and 2 lane undivided collector corridors (see **Map 2-5** and **Figure 2-6**). The existing-conditions Level of Service (LOS) analysis demonstrated that Port St. Lucie Boulevard currently is operating below the acceptable LOS threshold during the peak hour within PA-4S.

As new development occurs within PA-4S, the roadway network must be able to accommodate the additional vehicle trips. Therefore, additional roadway capacity will need to be constructed to serve the residents and connect to other parts of Port St. Lucie. Several new roadways, expansions, and extensions of existing roadways have been identified in the 2040 LRTP. Lanes are planned to be added to the roadways where forecast volumes exceeded the roadway LOS capacity threshold, including Port St. Lucie Boulevard, which will be expanded to four lanes. The new roadway network will provide access and connection to the different areas through PA-4S (see **Map 2-5**).

2.3.2 Sidewalks

The City of Port St. Lucie has been very active in improving pedestrian safety by installing public sidewalks. The City has implemented a sidewalk program and developed a process for reviewing and prioritizing sidewalk locations for construction. Ultimately, the priority locations are approved by the City Council and constructed as funding permits. The City currently requires that pedestrian accommodations be incorporated into all development projects and urban roadway projects (**Figure 2-7**).

The St. Lucie Transportation Planning Organization (TPO) completed the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan in 2008 that identified improvements of proposed sidewalks and bike lanes along arterials, proposed greenways and recreational trails, multipurpose trails and canal trails.

Figure 2-6: Existing Roadways



Becker Road



Port St. Lucie Boulevard



Savona Boulevard



Darwin Boulevard

Figure 2-7: Existing Sidewalks

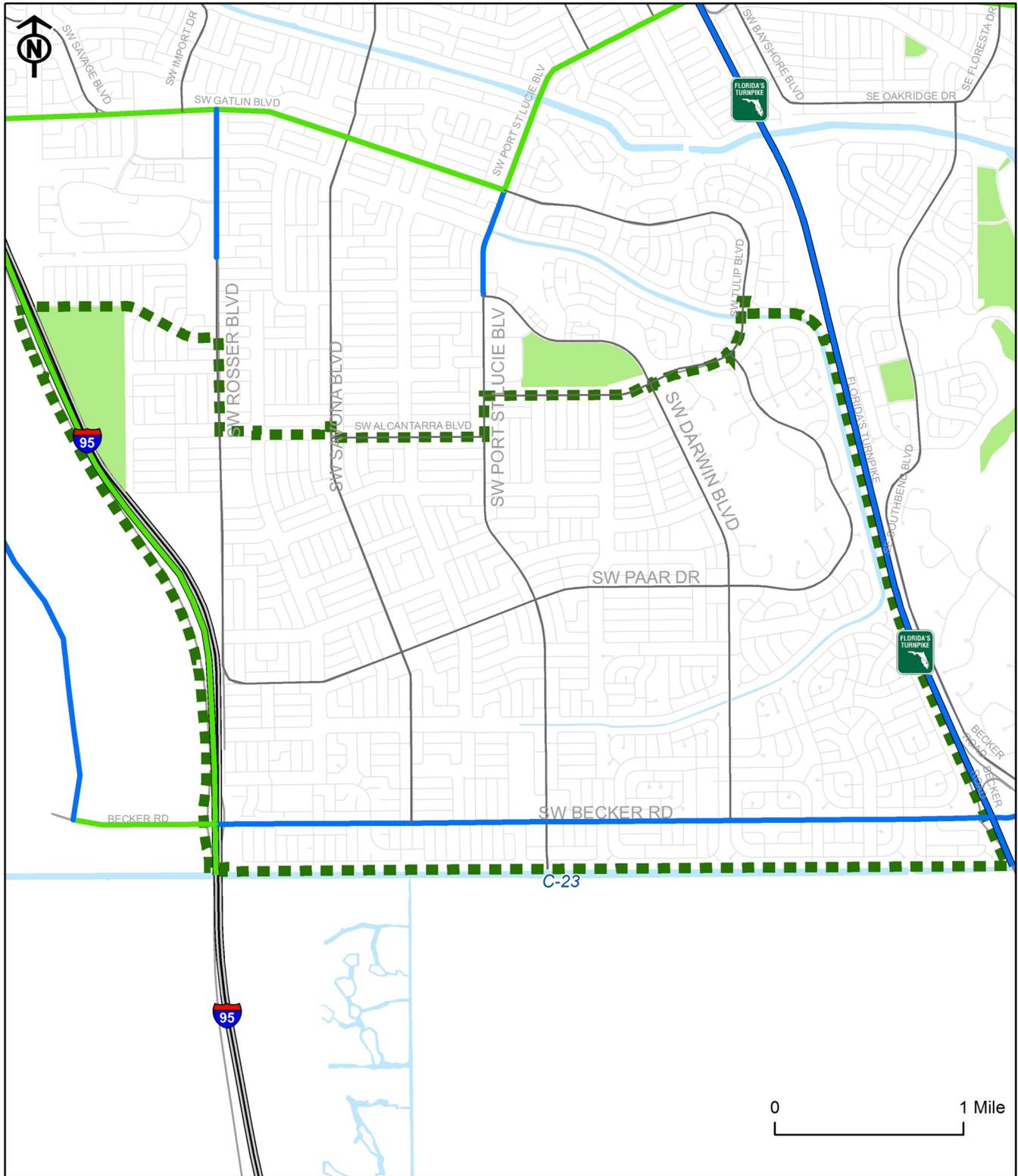


Becker Road



Darwin Boulevard

Map 2-5: Existing and Future Roadway Lanes within PA-4S



Planning Area 4S

Existing and 2019
Committed Roads

February, 2016

Lanes/Type	6D	2D
	4D	4F
	6F	Planning Area Boundary
		2U



The Palm Beach Metropolitan Planning Organization (MPO) completed the Southeast Florida Regional Greenways and Trails Plan in 2015. The Plan identified an integrated network of multi-use and hiking trails, as well as paddling trails for Palm Beach County and connections to multi-county facilities.

The sidewalk system within PA-4S consists of sidewalks ranging from 6–10-foot wide, primary on arterial streets. There are some 5-foot wide sidewalks within the Sawgrass Lakes neighborhood. However, the majority of the residential neighborhoods do not have sidewalks (see **Map 2-6** and **Figure 2-7**). The City has identified future sidewalks consisting of proposed multi-purpose trail and priority sidewalks to improve pedestrian connectivity within PA-4S (see **Map 2-6**).

The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan identified multi-purpose trails along Port St. Lucie Boulevard and Becker Road, and a greenway along the utility corridor adjacent to Interstate 95 for pedestrians and bicyclists, proposed sidewalks along Paar Drive, Rosser Boulevard, Savona Boulevard and Darwin Boulevard, and a trail along the C-23 canal (see **Map 2-7**).

The Southeast Florida Regional Greenways and Trails Plan also identified a proposed paved multi-use trail along Port St. Lucie Boulevard and unpaved multi-use trail along the C-23 canal for pedestrians and bicyclists (see **Map 2-8**).

2.3.3 Bicycle Lanes

The City recognizes the need for bicycle accommodations as an integral component of a citywide transportation system. The City currently requires that bicycle accommodations be incorporated into all development projects and urban roadway projects. Other City policies encourage bicycle parking facilities at bus stops, bicycle facilities within community and regional parks, off road trails such as drainage canals and utility right-of-way property, and other major recreational facilities, and coordination with bicycle planning activities with other agencies associated with bicycle planning activities.

Within the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan there are improvements identified that include proposed sidewalks and bike lanes along arterials, proposed greenways and recreational trails, multipurpose trails, and canal trails.

The existing bicycle facilities within PA-4S consists of only wide sidewalks. The City has identified future bike facilities within PA-4S consisting of proposed multi-purpose trail and priority bicycle corridors (see **Map 2-6** and **Figure 2-8**).

The St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan also identified additional on-street bicycle lane along Port St. Lucie Boulevard (see **Map 2-7**).

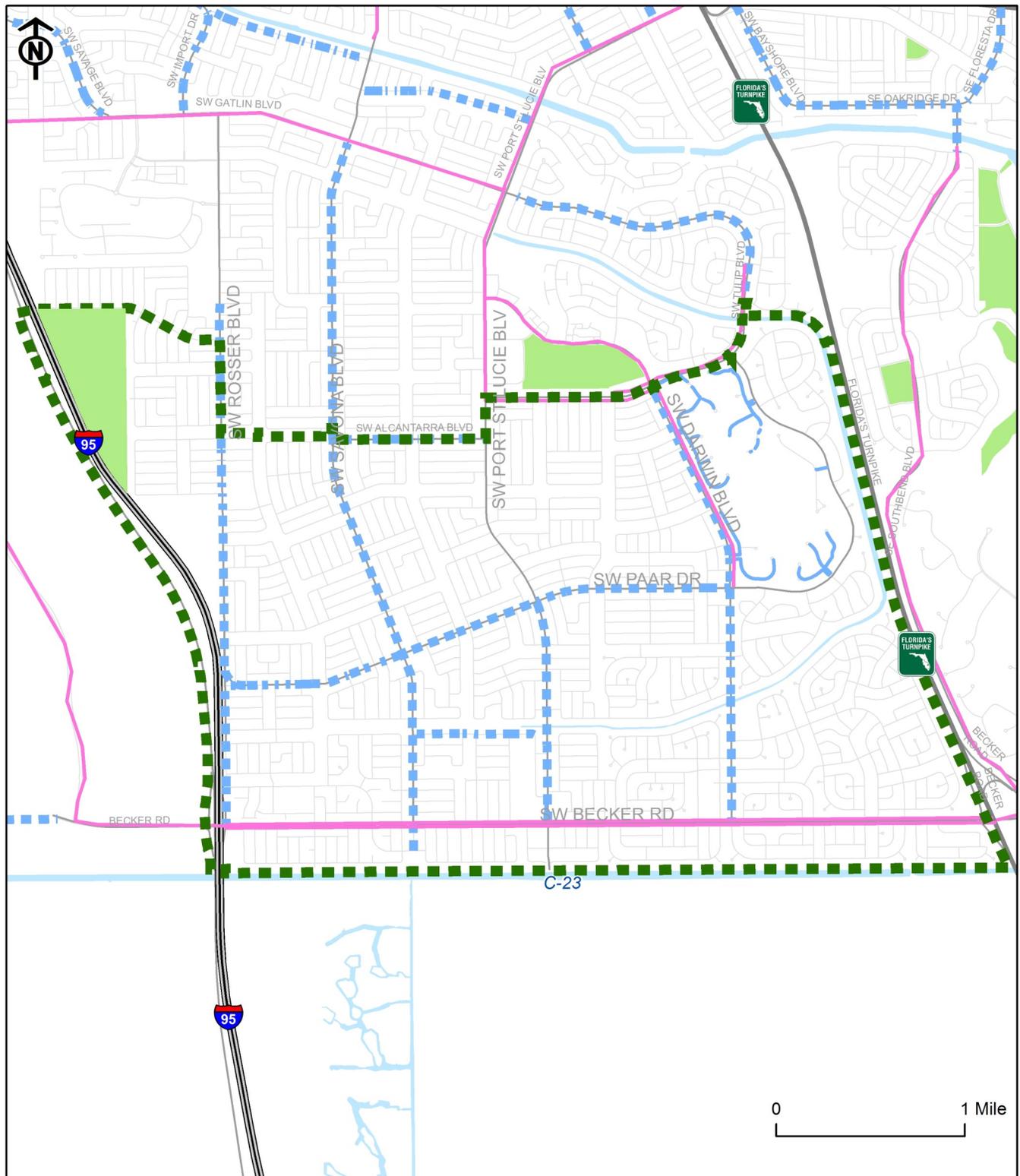
The Southeast Florida Regional Greenways and Trails Plan also identified proposed paved multi-use trail along Port St. Lucie Boulevard and unpaved multi-use trail along the C-23 canal for pedestrians and bicyclists (see **Map 2-8**).

Figure 2-8: Existing Bicycle Facilities



Becker Road—Wide Sidewalks

Map 2-6: Existing and Future Bike-Pedestrian Network within PA-4S



Planning Area 4S

Existing/Future
Bike-Pedestrian Facilities

February, 2016

 Park

 Planning Area Boundary

 Sidewalk and Bike Facility

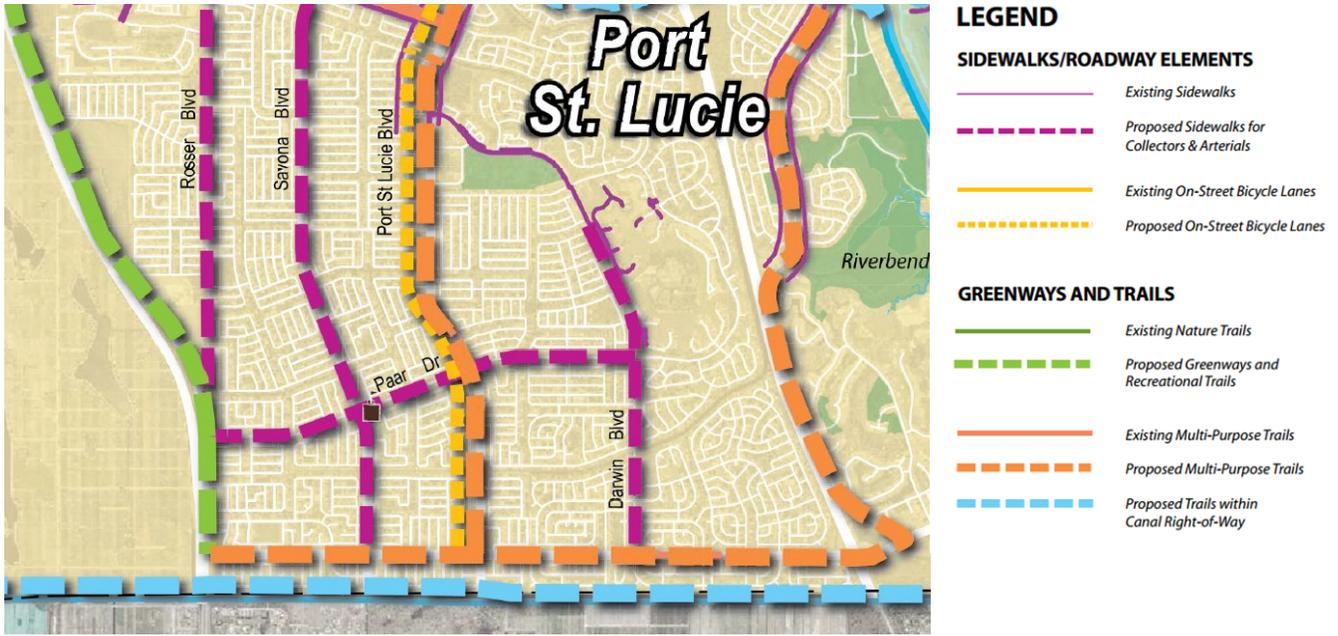
 Existing Sidewalks

 Bicycle Facility

 Proposed Sidewalk

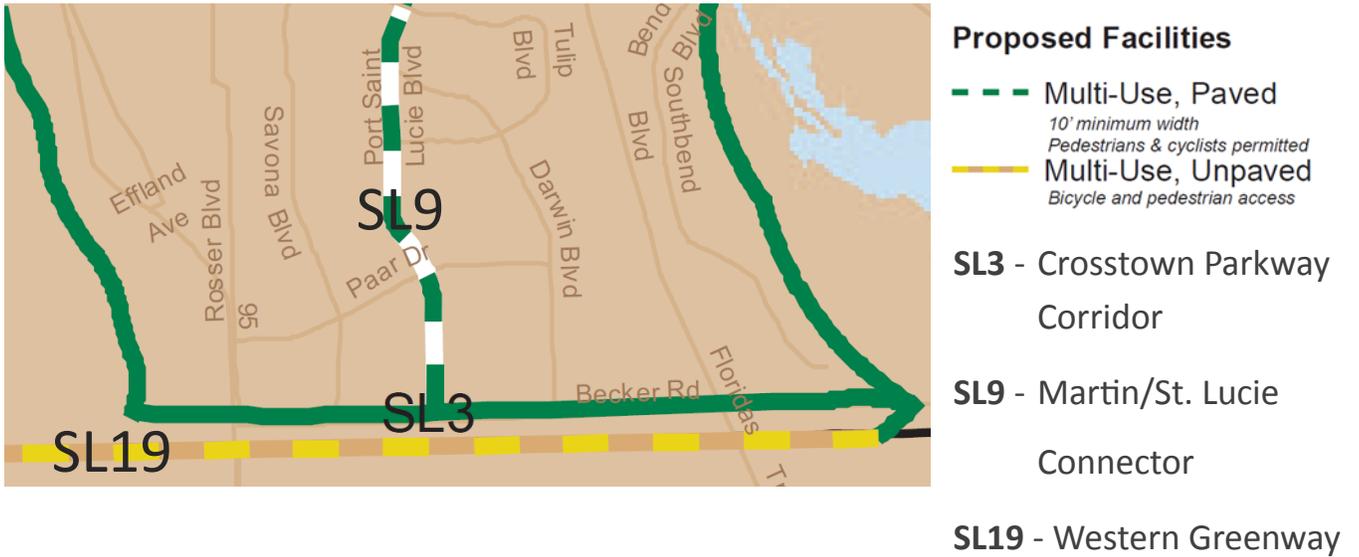


Map 2-7: St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan



Source: St. Lucie Transportation Planning Organization, 2008

Map 2-8: Southeast Florida Regional Greenways and Trails Plan



2.3.4 Public Transit

The Council on Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two modes of transportation are provided: 1) the Treasure Coast Connector (TCC), a fixed-route service provided along specific routes with scheduled arrival times at predetermined bus stop areas, and 2) Community Transit, a demand-response origin-to-destination system in which passenger trips are generated by calls from individuals who cannot access the fixed route service due to some disability. There is a Transit Depot located north of the Community Center consisting of a pavilion, picnic tables, bicycle racks and public parking spaces (see **Figure 2-9**).

The fixed -route system consists of four fixed bus routes that run through the city Monday through Friday between the hours of 7:00 am and 6:00 pm. Currently, there are no TCC fixed-route and paratransit services provided within PA-4S. However, the Interstate 95 Palm Beach Express is being proposed (**Map 2-7**).

Figure 2-9: Public Transit Facilities



Source: Council on Aging of St. Lucie



Source: Treasure Coast Observer

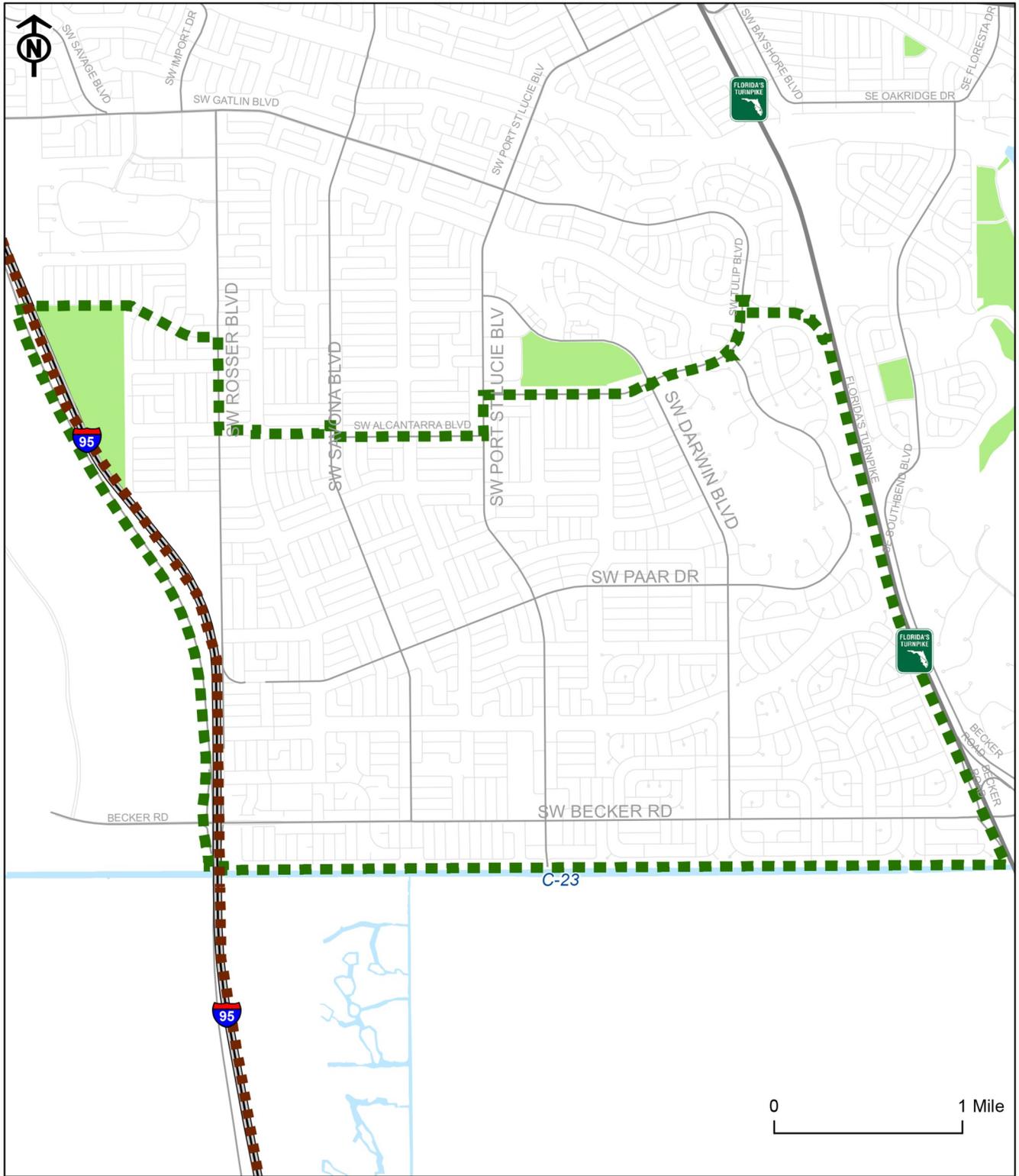
2.3.5 Issues and Opportunities

As development occurs within PA-4S, the potential for traffic congestion may be significant, particularly along the arterial corridors. Promoting complete streets to provide safe access for all users with well-connected sidewalks, bicycle lanes, greenways, roadways and public transit along with compact and contiguous land use mixes are key elements in controlling the cost and maximizing the effectiveness of the transportation system. The City should continue to work towards the implementation of the St. Lucie County Bicycle, Pedestrian, Greenways & Trails Master Plan to connect greenways, bicycle lanes, and/or priority sidewalks to O.L. Peacock Park and the recreational open spaces when they are developed.

PA-4S lacks a wayfinding system to community facilities such as City parks, greenways/trails, and commercial areas. A themed wayfinding system and park destination signs should be developed to direct visitors and local residents to neighborhood destinations.

Introducing TCC bus service within PA-4S would ensure multimodal improvements. As redevelopment occurs and efforts to ensure multimodal improvements including transit are implemented, the City should coordinate with TCC to increase bus headways to 30 minutes and improve bus stop facilities such as shelters, benches, trash receptacles, and bicycle racks. Where there are right-of-way constraints, the City should coordinate with property owners for easements or have the private sector install them during the development review process to obtain zoning or concurrency approval.

Map 2-7: Future Bus Routes within PA-4S



Planning Area 4S

Future Transit Facilities

January, 2016

-  I-95 Palm Beach Express
-  Planning Area Boundary





EXISTING IDENTITY AND AESTHETICS

3.0 EXISTING IDENTITY AND AESTHETICS

This section examines the existing aesthetics of PA-4S, including parks/open space, architecture, and unique urban design features and identifies themes that should be reinforced as the neighborhood grows and changes.

3.1 Parks and Recreation Features

PA-4S has only one public park, consisting of natural area, walking/bicycling trails, a dog area, shoreline fishing, and non-motorized boat usage. There are several open spaces that could provide ample recreational and community facilities, natural areas, and cultural events for the local residents and to attract visitors. These facilities could be part of an integrated park system connected by a greenway and a blueway (water trail) via existing canals (see **Figure 3-1**).

Figure 3-1: Unique Recreational Features



C-23 Canal—Potential Blueway



O.L. Peacock Park

3.2 Architectural Style

There are very few non-residential buildings within PA-4S, but those that do exist have been designed in either a Florida Vernacular or Mediterranean architectural style. Elements of Florida Vernacular include standing metal seam roof panels, multi-pitched roof lines, Gingerbread trim and/or porch railings, columns or posts, and pastel shades or white. Mediterranean architectural style includes tile roofs, parapet wall, stucco exterior, arches, and natural and vibrant earth tone colors. Prominent commercial/institutional buildings with these architectural styles and compliance with the Citywide Design Standards could provide distinctiveness to PA-4S (see **Figure 3-2**).

Figure 3-2: Architectural Styles

3.3 Urban Design Features

The lack of parks and public spaces in PA-4S means that most urban design elements are found in the streetscape of major corridors. Of the major roadways within PA-4S, Becker Road has the most complete and attractive streetscape design. The design includes landscape medians, and plantings with multiple layers of palms, understory trees, shrubs, and groundcover. To create consistency in design, this planting and streetscape scheme could be used on future roadway expansions with medians or incorporated into public parks as they are developed (see **Figure 3-3**).



Florida Vernacular



Mediterranean

Becker Road has acorn lights for pedestrians. These decorative lights could unify the streetscape by providing a visual connection as well as creating a more pedestrian walkable environment. Installation of pedestrian lights could be coordinated with sidewalk improvements (see **Figure 3-3**).

There are attractive black color traffic mast arms at the intersections along Becker Road. This design feature could be used at other primary intersections to unify the roadways and provide distinctiveness to PA-4S (see **Figure 3-3**).

3.4 Overall Design Themes

The overall design aesthetic within PA-4S varies greatly, but some themes that emerge, and as the area evolves and changes, these themes could be tied together to create a more legible design aesthetic.

For public infrastructure, particularly streetscape and landscaping, the theme is traditional, evidenced most commonly by the acorn light fixtures which can be found on many of the streets. This theme, mixed with local landscaping of oaks and palms, can help create an aesthetic standard that can be replicated as more roadway improvements are completed.

For non-residential buildings, no consistent theme emerges. The architectural styles most commonly used are either Mediterranean or Florida Vernacular. However, there is a significant amount of vacant land that has been designated for non-residential development. This land, particularly along Becker Road, provides a major opportunity to define an architectural aesthetic for PA-4S. The City should continue to integrate elements from these architectural styles into new public buildings and streetscape and park elements (e.g., shelters, trailheads, etc.). Additionally, the City should consider requiring Florida Vernacular and Mediterranean architectural elements in all private development, particularly on major corridors, except for single-family residential.

Figure 3-3: Unique Urban Design Features





PUBLIC INVOLVEMENT

4.0 PUBLIC INVOLVEMENT

The public involvement process is summarized in Volume I - Neighborhood Planning Program, which described the public engagement/outreach activities held during the planning process for PA-4S, which included:

- Mayor's Community Conversation
- Citywide Focus Groups
- Attendance at Special Events
- Public Workshop #1
- Public Workshop#2
- Becker Road Focus Group

The intent of the public involvement process was to collect input on issues and opportunities related to key elements of PA-4S to gain insight from residents, business owners, and other stakeholders on current conditions, potential opportunities, and an overall vision for the future. The initial community conversation, focus group meetings and public surveys provided information for preparation of the public workshops. It is important that the public involvement process informs the development of the Action Plan as it will encourage residents, business owners, and other stakeholders to take ownership and participate in Action Plan implementation.

4.1 Public Workshop #1

Public Workshop #1 was a joint workshop for PA-4S and PA-4N that included 80 community members who either lived or worked within PA-4S or PA-4N (see **Figure 4-1**). The workshop began with the PowerPoint presentation that provided background information on the project and specific characteristics of PA-4S, including size, zoning, transit, and future land use maps, among others. The polling exercise focused on demographics and identifying a vision for the Planning Area.

4.1.1 Survey Results

In addition to questions asked during the Mayor's Community Conversation, the survey included a number of questions related to demographic characteristics, community participation, and neighborhood characteristics and preferences. The purpose of these questions was to identify assets and challenges and to gain an understanding of the potential interest and capacity of the community to organize and assist in plan implementation. Following key findings are summarized by category.

Demographic Questions

Characteristics of the public workshop participants include the following:

- 55% were between the ages of 51—70; only 8% were under the age of 35.
- 62% lived in two-person households; 35% lived in households with three or more
- 17% worked in Port St. Lucie
- 68% believe they will be living in Port St. Lucie in five years; 71% believed they would likely be living in their same neighborhood

Community Participation Questions

- 55% know their neighbors well
- 58% regularly attend public meetings/workshops

Figure 4-1: Public Workshop #1 Photos



- 36% volunteer regularly
- 14% watch the City of Port St. Lucie television channel (PSL TV20) regularly

Neighborhood Characteristics/Preferences

- 63% define where they live by street name
- 56% identified parks, open spaces, and walking/biking trails as the most important assets in their neighborhood
- 26% identified poor walkability as the biggest challenge facing their neighborhood, 21% identified lack of sense of place/community, and 16% identified economy/employment
- 42% identified a desire for more single-family residential, 38% for some type of multi-family residential, and 14% for no more residential development
- 43% identified a desire for restaurants/coffee shops, 21% for retail stores (hardware, clothing, etc.), and 10% for grocery stores
- 28% identified streetscaping and landscaping as the best ways to help create a sense of place, 25% said parks, plazas, and gathering spaces, and 12% said civic/neighborhood associations.

4.1.2 Map Exercise Results

Following the completion of the survey, participants were divided into breakout groups to discuss the vision for PA-4S, specific issues/opportunities, and specific project ideas. Each group had a facilitator to help with questions and guide discussion, each group designated a spokesperson to present ideas to the larger group (see **Figure 4-2**). The results of these exercise are summarized in **Map 4-1**, and a full tabular summary of all participant comments are included in **Appendix A**.

Figure 4-2: Participant Quotes from Public Workshop #1

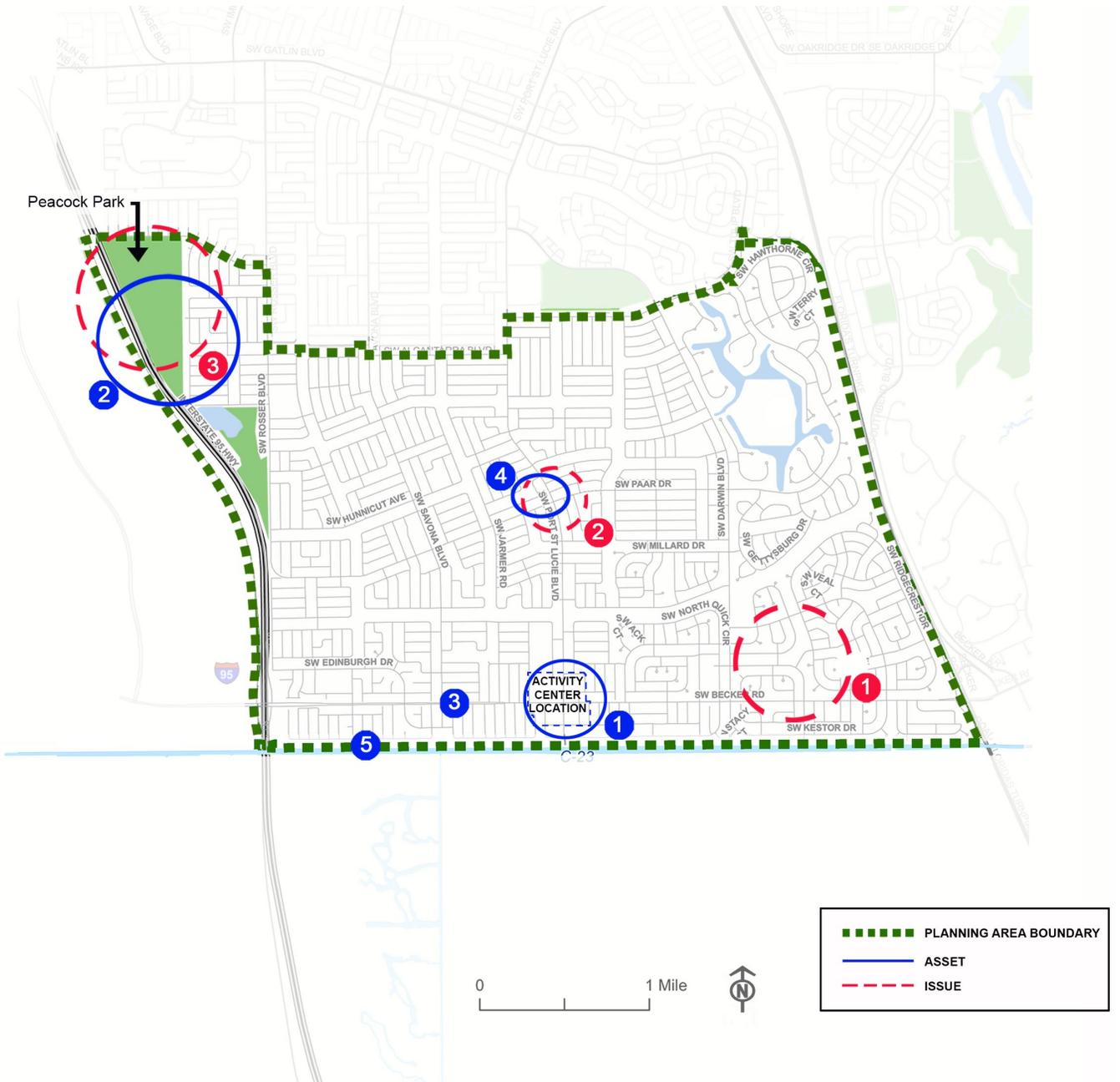


4.1.3 Workshop Themes

Between the mapping exercise and the break out questions, a few key topics examined specific aspects of safety, sense of community and identity, parks and recreation, and better using the environmental assets within the area. In addition, there were conversations focused on building community capacity, and improving accountability for implementation. Specific themes included:

- Define neighborhood sub-areas within PA-4S.
- Create neighborhood organizations and increasing capacity to organize residents and implement projects.
- Formalize Neighborhood Planning Division within the City's organizational structure.
- Build neighborhood identity and a sense of place.
- Improve connectivity and safety, particularly for bicyclists and pedestrians.

Map 4-1: Workshop Exercise—Assets and Opportunities for PA-4S



PLANNING AREA 4S ASSETS AND ISSUES	
<p>1 ASSET: Main intersection of Becker Road and SW Port St Lucie Boulevard; nearby schools and park; potential for activity center; access to Martin County</p>	<p>1 ISSUE: Kestor Drive traffic and speeding; need for more streetlights</p>
<p>2 ASSET: Peacock Park area and land for potential recreation area</p>	<p>2 ISSUE: SW Port St Lucie Boulevard in need of sidewalk and streetlights; "bad architecture" opinion given</p>
<p>3 ASSET: Access to Florida Turnpike and I-95</p>	<p>3 ISSUE: Peacock Park needs improvements and signage, as well as more utilization</p>
<p>4 ASSET: Commercial node at Paar and SW Port St. Lucie Boulevard</p>	<p>4 ISSUE: Multiple locations of requested street lights and sidewalks</p>
<p>5 ASSET: Canal access south of SW Becker Road</p>	<p>5 ISSUE: Care and maintenance of vacant lots</p>
	<p>6 ISSUE: Needs for parks and recreation options</p>

- Develop an Activity Center as the focal point of neighborhood activities within PA-4S.
- Improve existing parks/recreation facilities, and develop new ones.
- Integrate public art.

The themes from Public Workshop #1 were used to develop specific project/program recommendations to which were presented in Public Workshop #2.

4.2 Public Workshop #2

The overall themes and specific recommendations generated in Public Workshop #1 were developed and presented in Public Workshop #2. The Public Works Department also presented specific projects related to parks and recreation included within the current Capital Improvements Plan (CIP) that are consistent with the Action Plan themes (see **Figure 4-3**).

The meeting summary and comments received during Public Workshop are included in **Appendix A** of this document (see **Figure 4-4**). The feedback received during the workshop was used to develop the Neighborhood Vision and Action Plan in **Sections 5.0** and **6.0**.

Figure 4-4: Participant Quotes from Public Workshop #2



4.3 Becker Road Focus Group

An additional focus group was held to discuss improvements to aesthetics and function of the Becker Road Corridor, located along Becker Road from Interstate 95 to the west, properties within approximately ½ mile north of Becker Road, Florida’s Turnpike to the east, and C-23 canal to the south. Specific themes included:

- Addressing lot sizes, depths and other zoning code updates
- Designating commercial and mixed-use zoning transitions
- Developing appropriate building scale and orientation
- Providing neighborhood services (i.e., grocery stores, personal services, restaurants, etc.)
- Creating public parks and recreation centers
- Improving gateway/entry signage

Figure 4-3 Public Workshop #2 Photos





NEIGHBORHOOD VISION

5.0 NEIGHBORHOOD VISION

This section includes a neighborhood vision (Vision Statement and Goals) based on the results of the existing conditions analysis and public involvement. The Neighborhood Vision will act as the long term planning framework for identifying projects and initiatives to be addressed during the plan horizon.

5.1 Vision Statement

The vision for PA-4S is the following:

The southern gateway to Port St. Lucie with easy access to Florida's Turnpike and Interstate system, where a safe, effective, and efficient system of roadways, greenways, and blueways connect to the heart of the city and the larger region. The Becker Road mixed-use corridor and the designated Activity Center provide diverse housing opportunities, attractive parks and open spaces, and employment opportunities to help build community and economic opportunity.

The Vision Concept is a visual representation of the vision statement and major concepts that make up the plan (see **Map 5-1**). The Vision Concept illustrates important elements including:

- Gateway elements at key locations welcoming visitors to PA-4S and Port St. Lucie as a whole.
- A central activity center and business district where people can work and shop at a variety of local businesses and where those businesses can thrive. Mixed-use developments will increase the positive interactions between residents and business owners.
- An improved transportation system where people will feel comfortable walking, riding a bicycle, and using public transportation, driving a vehicle, and where streets are pleasant public spaces.
- Neighborhood parks will provide a variety of passive and active recreational uses, all connected by a greenway with walkways and bicycle trails, and a blueway with scenic views of the canal.

5.2 Plan Goals

A goal is a destination or outcome, which PA-4S seeks to attain. It is a general statement, which sets the broad framework for the Plan's strategies, and further describes how to achieve the Vision.

1. Building an identity/brand.

- Delineate sub-areas within PA-4S.
- Develop an identity/brand for the sub-areas.
- Implement a signage program (welcome signs, banners, wayfinding signs).

2. Develop an Activity Center to provide local services and a gathering place for the community.

- Improve the business environment for both small and larger businesses to thrive.
- Encourage a variety of business types to service the community.
- Provide mixed-use opportunities for residents and business owners to intermingle.
- Develop parks/recreational spaces and pathways creating passive recreational opportunities.

3. Enhance Becker Road as a mixed-use corridor .

- Provide sustainable growth with commercial/mixed-use nodes that offer visitors and residents a high quality local destination.
- Provide a variety of housing types to accommodate future growth and provide alternatives single-family development.

4. Improve public infrastructure that will create a safer environment for all ages and abilities.

- Provide efficient, safe and comfortable travel for pedestrians, bicycles, buses, cars, and trucks.
- Enhance alternative modes of transportation choices with improved access and safety (i.e., greenways, blueways, public transit service).
- Create aesthetically-pleasing streetscapes.
- Reduce cut through traffic on residential streets.
- Improve public and school bus service and stop facilities.
- Improve stormwater drainage to reduce flooding.

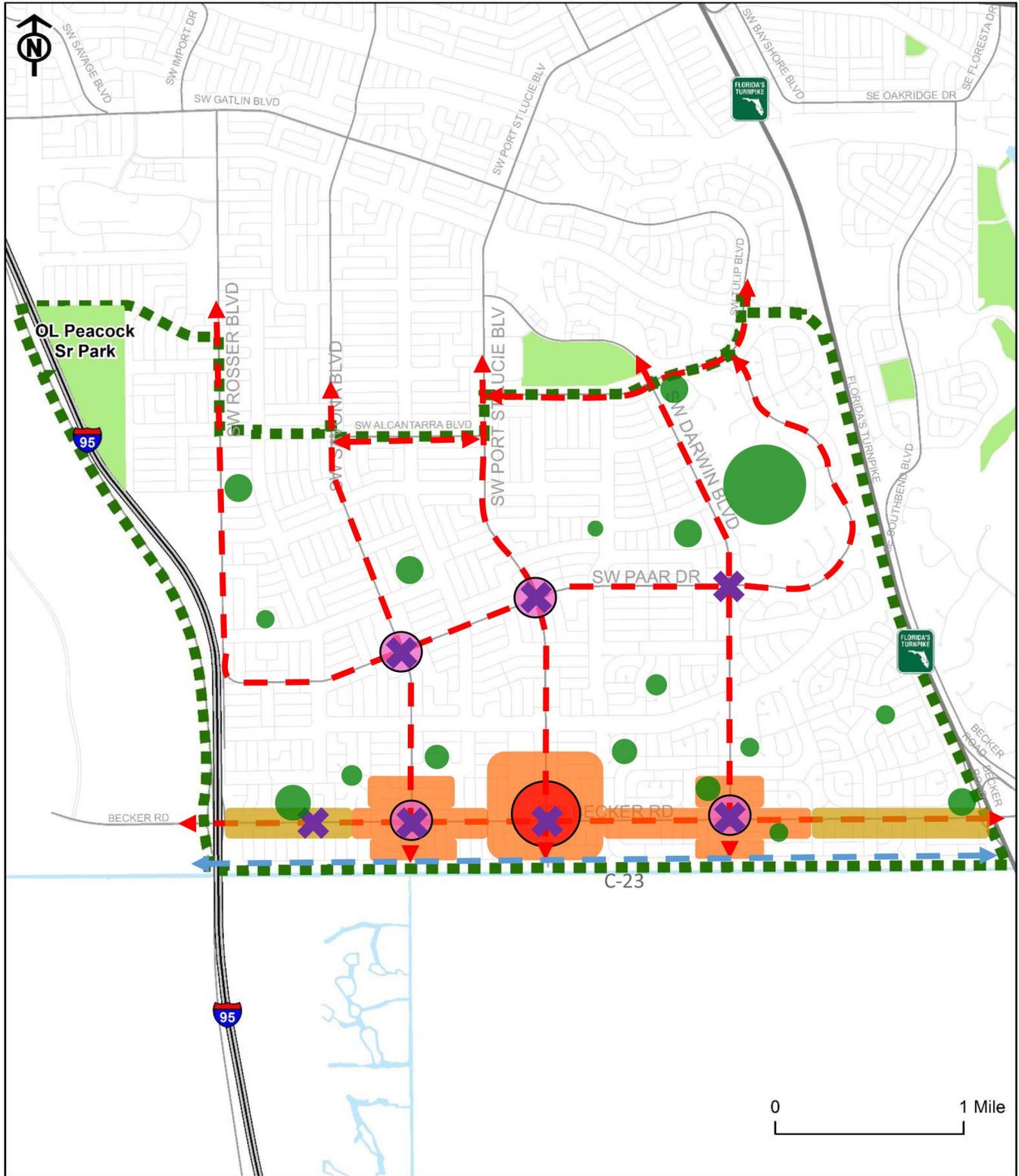
5. Improve parks and recreational facilities for local residents.

- Enhance existing park facilities, programming, and access.
- Develop pocket parks within easy walking distance from the neighborhoods.
- Use the canal as a recreational asset.
- Create community centers with meeting halls.
- Encourage arts, cultural events and activities for all age.

6. Improve public safety and security within the neighborhoods.

- Reduce occurrences of criminal activities by enhancing police presence.
- Build positive relationships between residents and the Police and Fire departments.
- Improve code compliance activities, particularly of overgrown vacant properties.

Map 5-1: Vision Concept Map



- Potential Active Center
- Potential Parks
- Park
- Potential Commercial/ Mixed-Use Node
- Potential Welcome Sign
- Potential Mixed Use (Commercial, Office, Institutional, Residential)
- Potential Multi-Family Residential
- Planning Area Boundary
- Primary Pedestrian & Bicycle Network
- Greenway/ Blueway





ACTION PLAN

6.0 ACTION PLAN

The Action Plan is the heart of the document and includes specific projects, programs, and initiatives identified to accomplish the vision. The Action Plan addresses each of the goals and major focused themes of PA-4S. Implementation of the Action Plan will require a concerted long-term effort by the establishment of a Neighborhood Planning Division and the Planning Area Advisory Committee (PAAC), and subsequently civic/neighborhood associations at the sub-area level, as described in Volume I - Neighborhood Planning Program.

6.1 Building Identity

The Planning Area boundaries establish a geographical boundary for the Plan, but they do not create a cohesive identity for those residents and business owners that live, work, and play within PA-4S. Building neighborhood identity will take time, but the implementation of the programs and initiatives contained within this section will help facilitate the process.

Effective branding will enhance the design and feel of improvement projects and future redevelopment activities, and help achieve the City's goals of having stable neighborhoods, quality housing, a diverse local economy, easy mobility choices, and enhanced leisure opportunities for active lifestyles.

Successfully building identity will require the following action steps:

1. Delineate sub-areas within PA-4S and adopt names for them.

The identification of sub-areas was developed through collaboration with City staff and reviewed by the public at Planning Workshop #2. Although there was general consensus for the proposed boundaries, there was disagreement on the names of each of the sub-areas. For the purposes of illustration, those names presented at Public Workshop #2 have been included on **Map 6-1**.

2. Establish names for the sub-areas within PA-4S.

Throughout the public involvement process, a number of names were suggested for the proposed sub-areas in PA-4S (see **Map 6-1**). To allow for consideration of as many names as possible and an opportunity for a larger audience to participate in the process, it is recommended that a competition be held to name the sub-areas. This competition could be set up on the City's Neighborhood Planning website, and entries could be submitted online. The City could designate a small group of judges of staff and elected officials to choose the final names. Once the final names are selected, they should be incorporated into the Land Development Regulations and Comprehensive Plan as appropriate.

3. Complete a branding process to identify sub-area logos and wayfinding design.

An effective way to build identity within neighborhoods is to develop unique logos and deploy them into the neighborhoods through signage, banners, and wayfinding elements. The City should complete a branding process for PA-4S that, through community involvement and staff interaction, develops a clean, identifiable logo and signage design concept that is supported by the community. Key elements of this process should include the following:

- Use of a robust community involvement process to guide efforts. A design competition for the logos could be conducted to solicit ideas from local artists, students, and public-at-large. The community could then provide feedback into the design concepts through a workshop and/or collected through polling on the City's Neighborhood Planning website.

Map 6-1: Neighborhood Sub-Areas



- Develop the core components of the sub-area logos/brand concepts – What are the first three things you want target markets to think/feel when they hear the name of the sub-areas? Examples include “friendly neighbors,” “quirky and interesting,” “green,” “great for fitness activities,” “safe,” “cool place to be,” “family-friendly,” “a great value,” “great looking houses,” “neighbors are proud to be here.”
- Create a logo, color palette, and tagline that is as reflective as possible of the sub-areas’ nature (see **Figures 6-1** and **6-2**). Use this logo on everything – newsletters, website, house flags, decals or stickers for cars and house windows, yard signs for best landscape contests, letterhead, blog, entryway signage, banners, and so forth.

Figure 6-1: Logo Examples within City and Vicinity



(Source: City of Port St. Lucie, FL)



(Source: Town of Tradition, FL)



(Source: Choice Pest Management)



(Source: Minor League Baseball)



(Source: St. Lucie County, FL)



(Source: St. Lucie Chamber of Commerce)



(Source: St. Lucie Public Schools)

Figure 6-2: Conceptual Sub-Area Logos



LOGO CONCEPTS IN BLACK & WHITE

BRIGHT COLOR STUDIES

SOPHISTICATED COLOR STUDIES

Figure 6-3: Potential Banners



(Source: City of Winter Park, FL)



(Source: The Décor Plan)



(Source: Tex Visions)

4. Once the brand/logo concepts have been developed, identify key quick “victories” that can be implemented in the short term.

Immediately following the completion of the branding process, the City should be prepared to move towards implementation in a quick and cost affordable method. Since manufacturing, permitting, and installing permanent signage can be expensive and time consuming, it is recommended that the City first move to develop a banner program for the sub-areas of PA-4S that will utilize the new logo.

- Banner program along primary roadways – The banner program will allow for each sub-area to have unique signage at a relatively affordable cost. These signs could be semi-permanent or could switch on a regular basis for local events, etc. (see **Figure 6-3**) Some potential locations for banners could be as follows and along primary roadways (see **Map 6-2**):
 - Savona Boulevard (*Savona Central*)
 - Tulip Boulevard (*Tulip Paar*)
 - Paar Drive (*Tulip South*)
 - Savona Boulevard and Becker Road (*Savona South*)
 - Port St. Lucie Boulevard and Becker Road (*Paar South*)
 - Darwin Boulevard and Becker Road (*Darwin Park*)
- Sub-area welcome signs adjacent to primary intersections (see **Map 6-2** and **Figures 6-4** and **6-5**). These could take the form of small monument signs:
 - Savona Boulevard/Paar Drive (*Savona Central*)
 - Port St. Lucie Boulevard/Paar Drive and Becker Road/Port St. Lucie Boulevard (*Tulip Paar*)
 - Darwin Boulevard/Paar Drive (*Tulip South*)
 - Becker Road/Hallmark Street (*Savona South*)
 - Becker Road/Savona Boulevard (*Paar South*)
 - Becker Road/Darwin Boulevard (*Darwin Park*)

Figure 6-4: Potential Welcome Sign Ideas

Archways



El Cajon, CA (Source: Flickrriver)



Carlsbad, CA (Source: Tripadvisor)



Farmville, VA (Source: Harvey Design Land Architects)



Costa Mesa, CA (Source: A Bubbling Cauldron)



Goodyear, AZ (Source: Hunt Design)



El Cajon, CA (Source: Hunt Design)

Figure 6-5 Potential Signage Implementation Concept



6.2 Creating Activity Center

Activity Centers are locations with a mix of commercial, residential, and/or institutional uses that either currently serve or will serve as nodes of activity. The purpose of identifying and encouraging the development of Activity Centers is to accomplish the following:

- Create a sense of place and community.
- Encourage mixed-use/infill development.
- Improve the business environment and diversity to serve the community.
- Provide variety of housing options, where applicable.
- Provide public open spaces and amenities.
- Create safe and attractive streets for people.

6.2.1 PA-4S Activity Center

In PA-4S, the designated Activity Center is at the intersection of Becker Road and Port St. Lucie Boulevard, which would service as a primary node along the corridor. Secondary mixed-use/commercial nodes could be located at Becker Road and Savona Boulevard and at Becker Road and Darwin Boulevard (see **Map 6-3**). This area is largely undeveloped at this time but has the potential to develop into a mixed-use/commercial corridor to serve the local community and to solidify the neighborhood's re-emergence as a premier location to raise a family and operate a business.

As shown in **Map 6-4**, there are a number of assets and opportunities which the City can build upon to reinforce the development of this Activity Center, including the following:

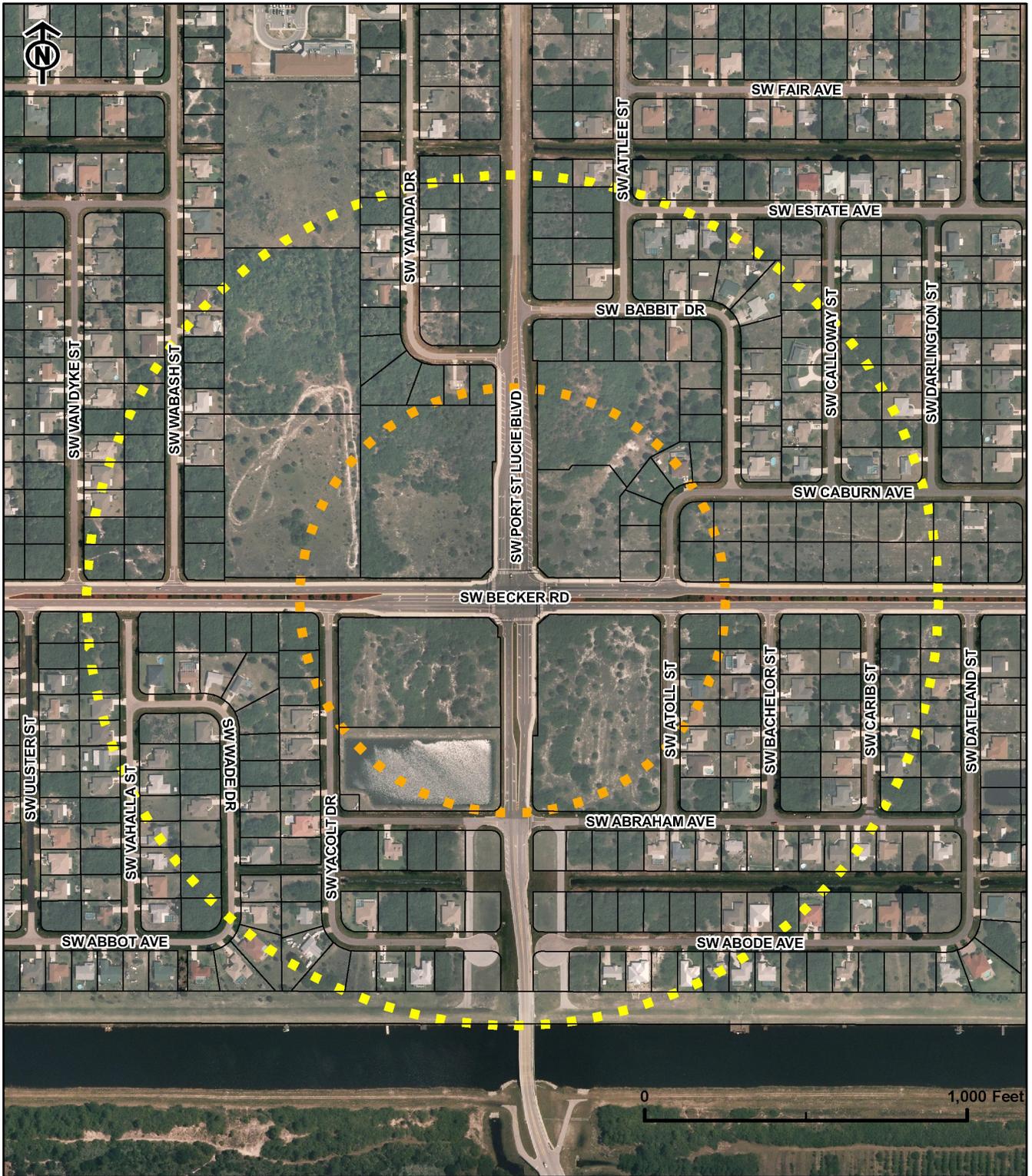
Existing Assets

1. Main intersection of Becker Road and Port St. Lucie Boulevard
2. Existing streetscape and sidewalks along Becker Road
3. Access to the C-23 Canal
4. Access to Interstate 95 and Florida's Turnpike

Potential Opportunities

1. Vacant lands with the potential for mixed-use and commercial development opportunities
2. Development opportunities for a variety of housing types
3. Potential passive parks located at existing stormwater ponds and undeveloped open spaces
4. Potential sidewalk connections along Savona Boulevard, Port St. Lucie Boulevard and Darwin Boulevard
5. Potential access to the C-23 Canal
6. Potential gateways at major intersections
7. Widening of Port St. Lucie Boulevard will offer improved access and bike/pedestrian facilities.

Map 6-3: Neighborhood Center Location (with 5- and 10- minute walk radii)



Planning Area 4S

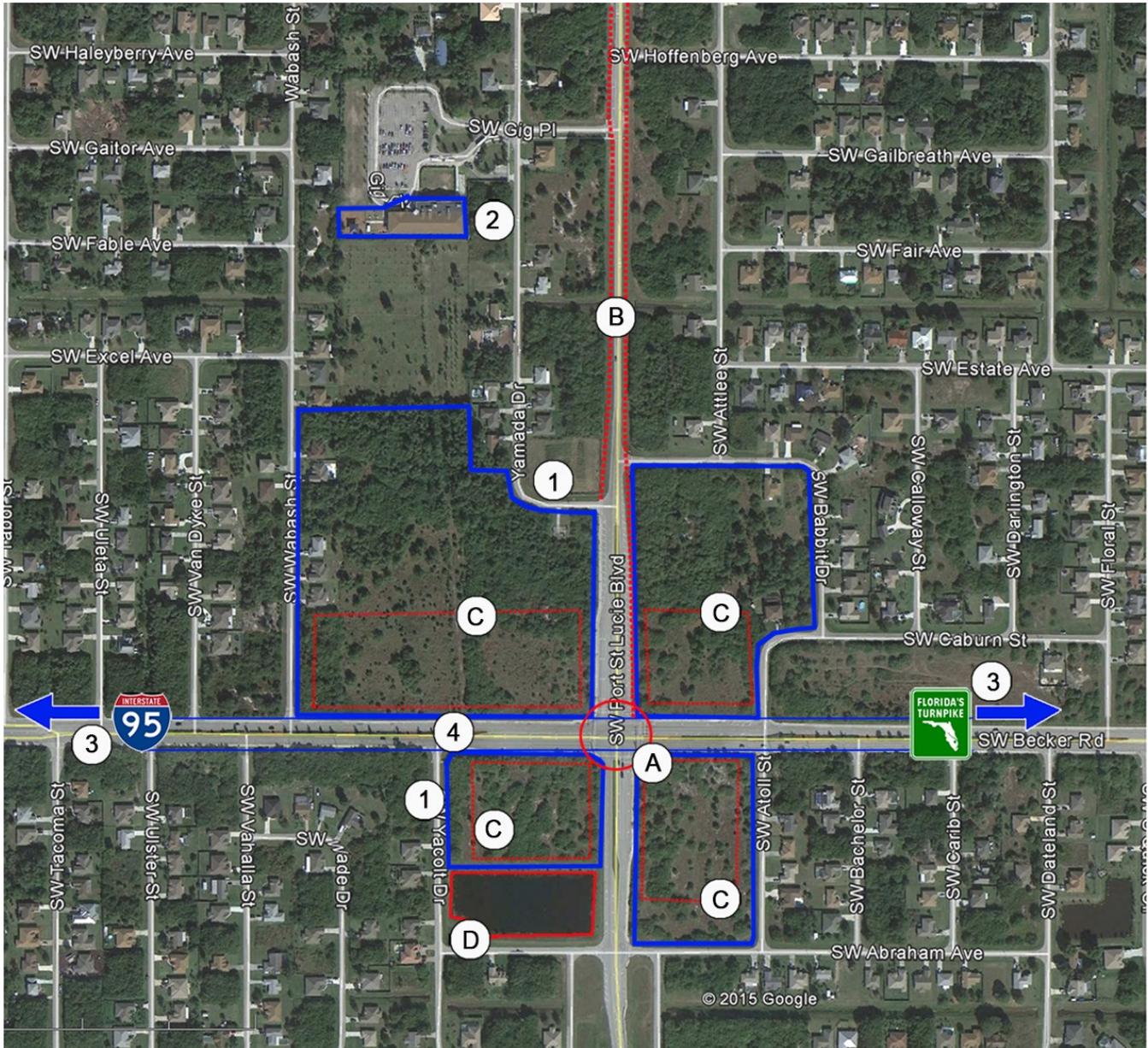
Activity Center -
Walking Distance

January, 2016

-  1/2 Mile or 10 Minute Walk
-  1/4 Mile or 5 Minute Walk



Map 6-4: Activity Center Opportunities



PORT ST. LUCIE
PLANNING AREA 4S
ACTIVITY CENTER

EXISTING ASSETS:
Highlighted in blue

- ① Vacant land - possibilities are not limited by existing development
- ② Imagine Schools - Nau Charter school campus
- ③ SW Becker Road acting as short connector to Florida Turnpike and I-95
- ④ Great existing streetscape and sidewalks along SW Becker Road

POTENTIAL OPPORTUNITIES:
Highlighted in red

- Ⓐ Potential gateway or major arterial option to access Port St. Lucie and bring people traveling between highways into the city
- Ⓑ Major sidewalk connection from Becker Road onto SW Port St Lucie Blvd and nearby school
- Ⓒ Utilizing undeveloped intersection with commercial / retail to compliment the gateway and draw people traveling to/from either I-75 or the Florida Turnpike
- Ⓓ Create movement around water feature for more pedestrian movement

The illustrative Activity Center Plan (see **Figure 6-6**) identifies how, over time and with strategic investments from both the public and private sectors, a more formal center will begin to emerge that could better serve the workers and residents who live in the immediate vicinity as well as those from throughout PA-4S and the city as a whole. The concept for PA-4S is to develop a primary mixed-use node at the intersection of Becker Road and Port. St. Lucie Boulevard to draw people traveling to/from Interstate 75 and Florida's Turnpike and to serve as the center of economic activity within PA-4S. Appropriate landscape buffering will be implemented to transition from the mixed-use developments to adjacent residential neighborhoods. Additionally, land use transitions will also be employed in the form of townhomes and multi-family residential. Specifically, as shown in **Figure 6-7**, there are opportunities to create a sense of place and promote health and wellness through the integration of small passive parks connected by trails and sidewalks to neighborhoods and nearby schools. The evolution of the Activity Center will provide opportunities for public art, programming and events, and easy connectivity between the larger employee population and nearby commercial uses.

Figure 6-6: Activity Center Illustrative Plan

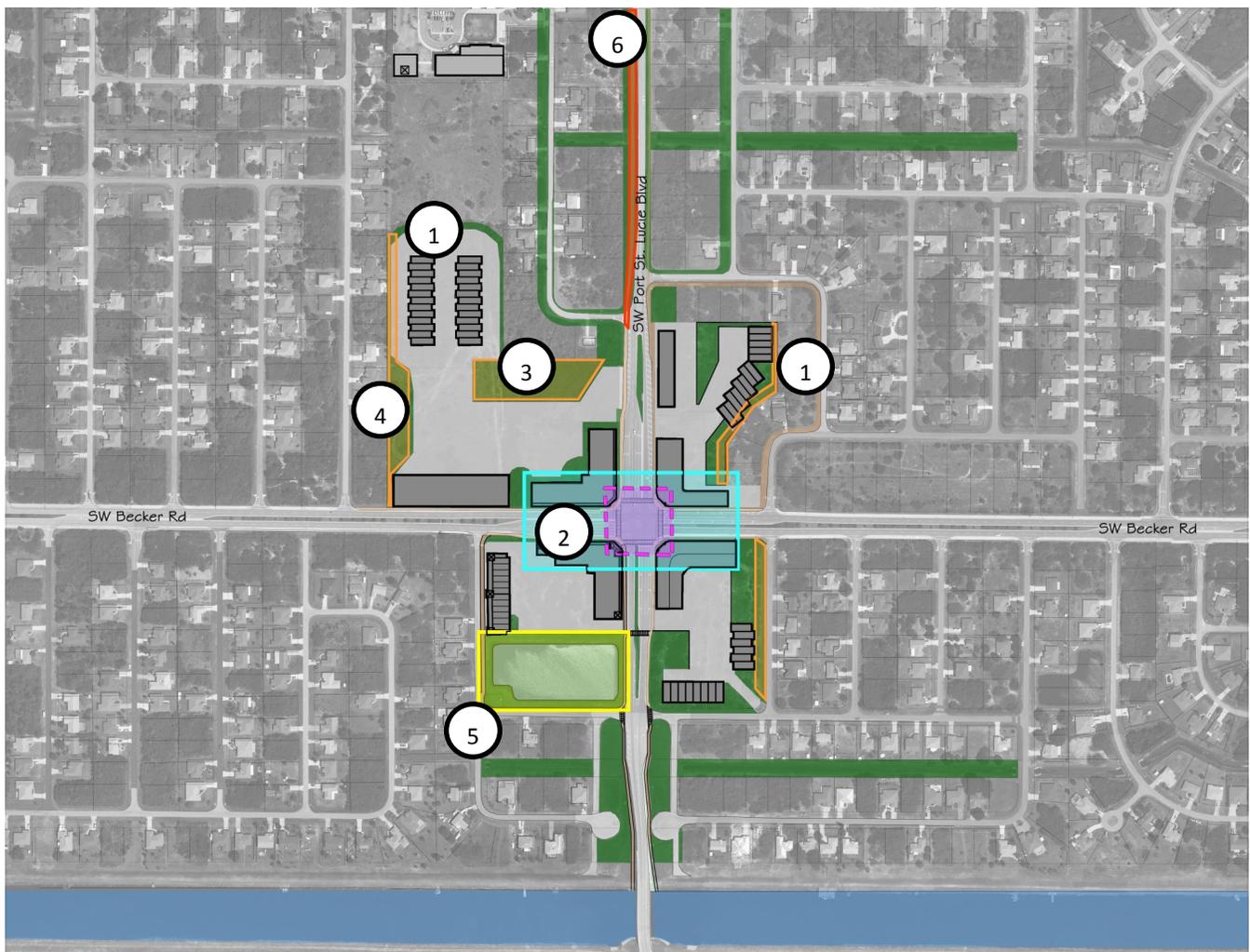


Figure 6-7: Activity Center Character Concepts



1 *Multi-family townhomes behind commercial*



4 *Masonry wall buffering*



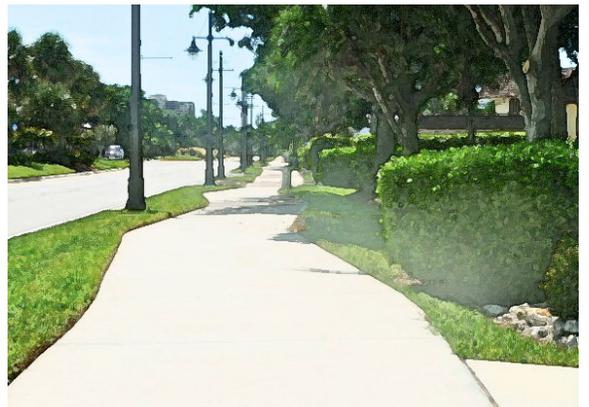
2 *Mixed-use corner development*



5 *Outdoor space around pond*



3 *Landscape buffering*



6 *Extended sidewalks on Port St. Lucie Blvd.*

6.3 Enhancing Recreation and Leisure

PA-4S consists of only one City park, O.L. Peacock Park, totaling approximately 110 acres (see **Map 2-4**). The park includes minimal amenities and allows boating (non-motorized vessels), shoreline fishing, and walking. The park lacks pedestrian/sidewalk access and parking and has minimal lighting. The lack of parks and recreation facilities within PA-4S was identified as a significant issue throughout the planning process. There are many publicly-owned properties within PA-4S, which present opportunities for creating new parks and recreational spaces. As is described in more detail in the remainder of this section, the City should take advantage of these opportunities to address the shortage of parks within the area.

Successfully enhancing recreation and leisure will require the following action steps:

1. Implement proposed parks/recreation projects identified in the Capital Improvements Plan.

The City has identified a potential multi-use path along the C-23 Canal in the Capital Improvement Plan within PA-4S, which represents an important recreational facility for the area (see **Map 6-5**). It is also recommended that future projects be presented to the PAAC in advance, and their consistency with the Plan discussed in the future.

2. Implement a blueway along the C-23 Canal.

In addition to the creation of a multi-use trail along the canal, the City should consider providing for canoe/kayak access along the canal at key locations. Boat ramps and floating docks could be constructed where Port St. Lucie Boulevard meets the canal, as a launching point to the blueway. This should be considered in any plans to widen the roadway.

3. Complete a Parks and Recreation Master Plan to develop a specific plan for improving existing parks (signage, amenities, lighting, etc.) as well as identify potential locations for new parks/improved recreational facilities.

4. Formalize the existing park at O.L. Peacock through investments in basic amenities including parking, shaded seating areas, sidewalks, and a boat ramp (non-motorized).

As the only existing park currently in PA-4S, O.L. Peacock Park presents an important investment priority for improving parks and recreation within PA-4S. An improvement program should be developed for this park that should include the construction of a formalized parking area (with paved handicapped spaces), shaded seating areas (picnic tables, benches, etc.), and a boat launch for non-motorized boats such as canoes, kayaks, etc.

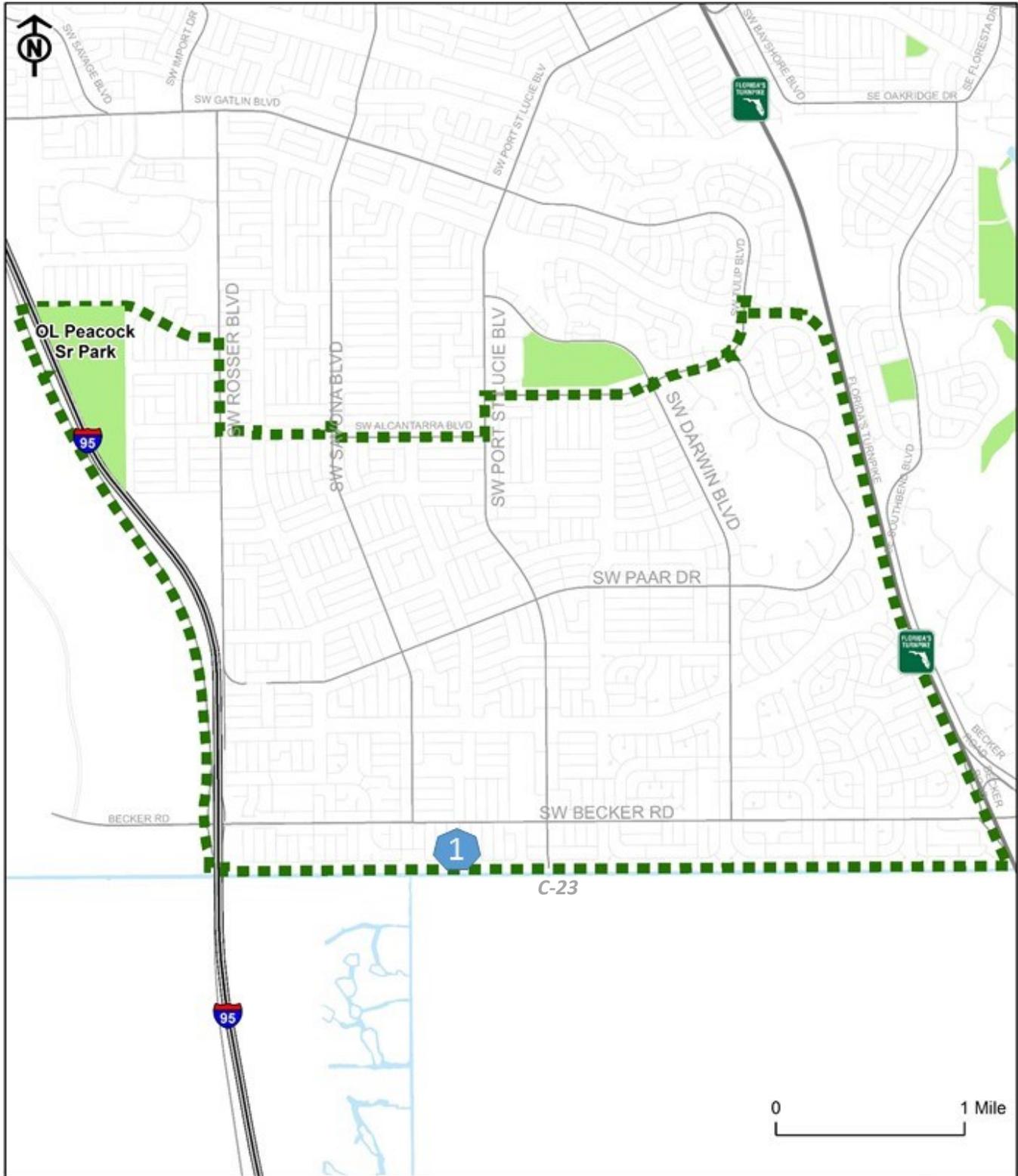
5. Identify opportunities to create community gardens and make available grants and technical assistance to civic/neighborhood associations interested in development them.

There may be opportunities to create community gardens, similar to the one at 2600 SE Waterview Drive, which is on a half-acre site consisting of 44 garden plots (4'x8'x12"). Funding could be through the Community Development Block Grant (CDBG) and/or partnerships with local garden centers (see **Figure 6-8**).

6. Identify existing City-owned stormwater facilities within PA-4S that can be upgraded with pedestrian facilities, public art, landscaping, and other amenities to act as passive parks.

There are a number of existing stormwater facilities, particularly along Becker Road, that could be used as passive park spaces with provision of basic amenities. One of these facilities is located near the proposed

Map 6-5: Capital Improvement Projects



Planning Area 4S

CIP Team Projects
Parks and Open Space

-  Park
-  Planning Area Boundary



1. C-23 Canal Path

Activity Center at Port St. Lucie Boulevard and Becker Road and could not only be upgraded to a park but, along with sidewalks along Port St. Lucie Boulevard, could help provide a connection to the proposed blueway and multi-use trail along the C-23 canal.

7. **Identify existing City-owned stormwater facilities within PA-4S that can be upgraded with pedestrian facilities, public art, landscaping, and other amenities to act as passive parks.**
8. **Investigate opportunities for a multi-use trail around the West Port Wastewater Treatment Plant. These trails would be located outside of the existing fence at the facility and would provide views of the existing water bodies at Sawgrass. This trail would connect to the sidewalk along Darwin Avenue.**
9. **Identify opportunities to create community gardens and make available grants and technical assistance to civic/neighborhood associations interested in developing them (see Figure 6-8).**

Figure 6-8: Port St. Lucie Community Garden



Source: City of Port St. Lucie, FL

6.4 Connecting Multimodal Transportation

Although the predominant form of transportation in Port St. Lucie is the car, other alternatives include walking, biking, and transit. Implementing complete street design will create safe, efficient and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users' safe and comfortable access to schools, outdoor recreational facilities, and destinations (see **Figure 6-9**).

6.4.1 Sidewalks

Throughout the public involvement process, one of the most common issues/concerns raised was the need for improved pedestrian facilities generally and sidewalks specifically. While the City has been very active in improving pedestrian safety by installing public sidewalks through a City Sidewalk Program and in coordination with St. Lucie County through the Safe Routes to Schools Program, it is clear that there is still a need for more. The lack of sidewalks in PA-4S is particularly acute, with few facilities to be found on its collector or arterial streets. An important exception is Becker Road, which includes wide sidewalks.

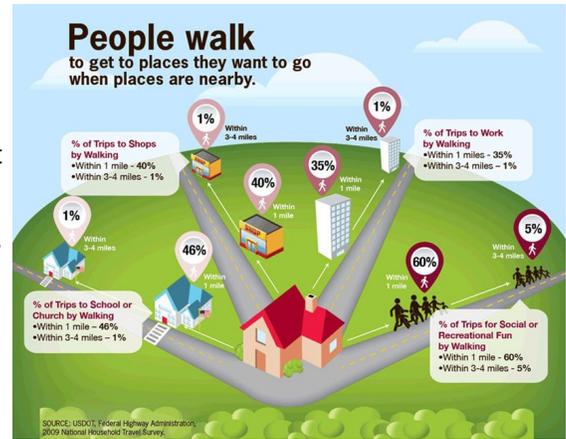
The City has identified future sidewalks consisting of proposed multi-purpose trail and priority sidewalks to improve pedestrian connectivity within PA-4S (see **Map 2-6**). In addition to sidewalk improvements, the City has identified a multi-use pathway along the C-23 Canal (see **Map 6-5**). There are a number of planned sidewalks in PA-4S, including on Darwin Boulevard, Paar Drive, Savona Boulevard, and Rosser Boulevard. Some of these projects, (i.e., Savona Boulevard, Paar Drive, and Darwin Boulevard) are funded and will be installed in the next several years.

The City has developed its sidewalk program with a focus on connecting schools to improve the safety of children. This is a logical approach and ensures that some of the most vulnerable citizens are protected. However, through the public involvement process it became clear that there was a desire to prioritize connections to existing/planned parks with the sidewalk programs as well.

6.4.2 Bicycle Facilities

The City recognizes the need for bicycle accommodations as an integral component of a citywide transportation system. The City currently requires that bicycle accommodations be incorporated into all development projects and urban roadway projects. Other City policies encourage bicycle parking facilities at bus stops, bicycle facilities within community and regional parks,

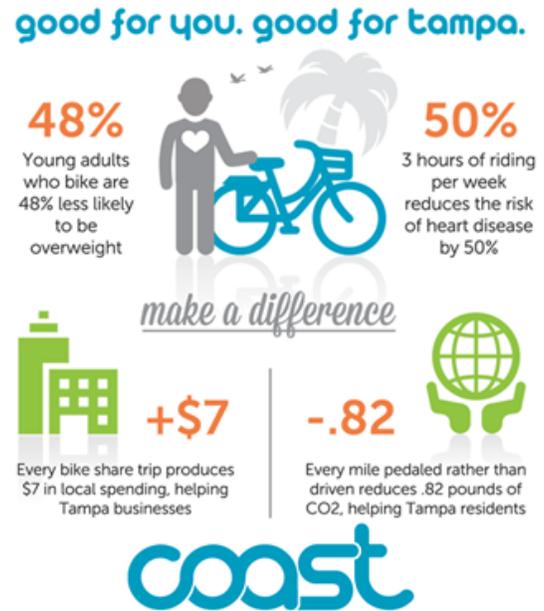
Figure 6-9: Multimodal Benefits



(Source: USDOT, Federal Highways Administration)



(Source: Active Living Research)



(Source: Plan Hillsborough)

off-road trails such as drainage canals and utility right-of-way property, and other major recreational facilities and coordination with bicycle planning activities with other agencies associated with bicycle planning activities.

The existing bicycle facilities within PA-4S consists of wide sidewalks and paved shoulders. The City has identified future bike facilities within PA-4S consisting of a proposed multi-purpose trail and priority bicycle corridor (see **Map 2-6**).

6.4.3 Public Transit

The Council on Aging of St. Lucie, Inc. (COASL) is the public transit provider for Port St. Lucie. Two modes of transportation are provided: 1) the Treasure Coast Connector a fixed-route service, and 2) Community Transit, a demand response system. **Map 2-7** shows that the only proposed transit service to PA-4S is the future I-95 Palm Beach Express. The lack of local bus service in PA-4S reflects the lack of residential density and commercial development. As the area continues to grow, particularly along Becker Road, the implementation of local bus route service will likely become necessary to help alleviate roadway congestion.

The low-density development pattern within PA-4S prohibits the St. Lucie County School District from providing school bus pick-up deep within the neighborhoods. Instead, the typical pattern is that children travel (either walking, biking, or by car) from their neighborhoods to arterial roadways to catch the school bus. This requires that the St. Lucie County School District pick up children along major roadway corridors, which creates safety issues, as students are often waiting where there are no sidewalks, bike racks, or shelters.

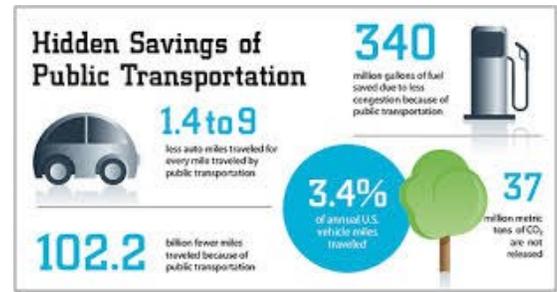
To improve safety and comfort at school bus pick-up/drop-off areas and alleviate traffic congestion in those locations, the concept of a bus stop with amenities or “superstops” is proposed. This concept should be deployed at strategic locations (in right of way or publicly owned property) in close coordination with the St. Lucie County School District (see **Map 6-6**).

Successfully designing complete streets and connecting the multimodal transportation system will require the following action steps:

1. **Develop performance measures for construction of bicycle/pedestrian facilities and report them at quarterly PAAC Meetings.**

As noted in Section 6.5.1, the City has a logical and robust sidewalk construction program. In order to ensure that more community members become aware of the process and progress, the City should report

Figure 6-9: Multimodal Benefits (cont'd)



(Source: Sustainable Cities Collective)



(Source: Cincinnati Trans Forum)

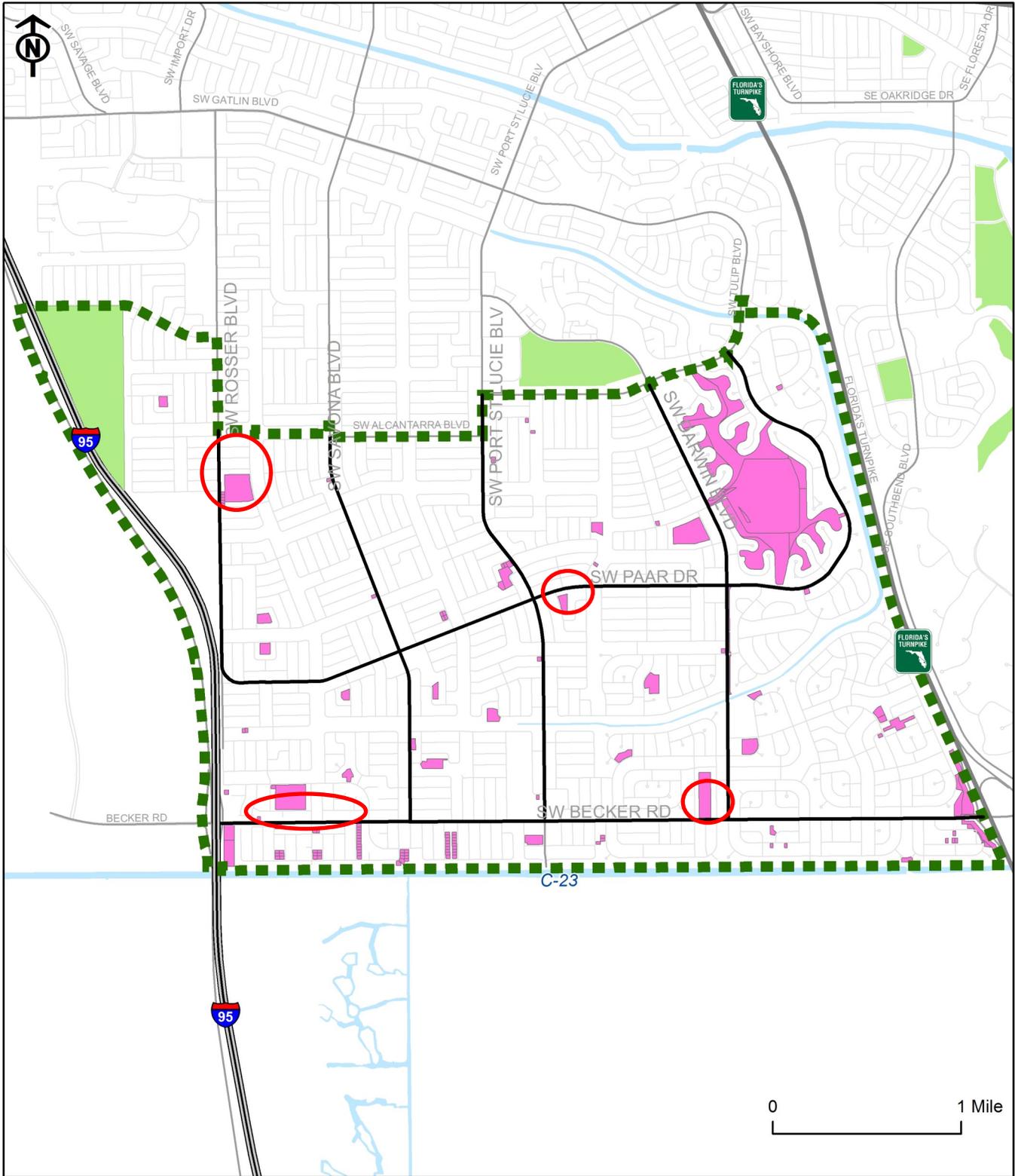


(Source: The Treasure Coast Observer)



(Source: St. Lucie County)

Map 6-6: Potential Superstop Locations



Planning Area 4S

Bus Stop Corridors

February, 2016

-  Major Roads
-  Planning Area Boundary
-  City Owned Land



on the number of feet of sidewalk constructed on a quarterly basis, the specific locations where they were installed and what the work program will look like in the following three months. It is also recommended that the quarterly reports be posted on the PAAC website.

The Neighborhood Planning Division should be responsible for sharing any issues/priorities for new sidewalk construction with Public Works as appropriate. It will be the Neighborhood Planning Division's job to provide feedback to residents on project status.

2. Consider the creation of a funding process that would allow property owners to fund sidewalk construction by taxing themselves.

This process, already well established with the funding of streetlights, could provide additional construction funding for the City to use to install sidewalks. It is recommended that the City identify local vendors who can complete the installation for sidewalk projects funded through this process. By retaining an outside vendor, the City will remain focused on implementation of its existing sidewalk program.

3. Collaborate with the St. Lucie County School District and to identify locations to develop a transit superstop.

The establishment of a pilot superstop project within PA-4S would provide a demonstration of the concept that would provide important information about location, design, and desired amenities to residents and City officials. If the concept is found to be successful, additional stops could be developed as funding becomes available. It will be important to coordinate these efforts not only with the School District but also with the Council on Aging to co-locate public transit and school transit facilities wherever possible/ appropriate.

The first is a compact model that provides basic amenities (shelter, bike rack, trash receptacle) in a compact footprint to allow for flexibility in placement (see **Figure 6-10**). The second is a standard model that provides extra seating and bike racks, as well as a location for public art (see **Figure 6-11**). The final concept is the park-and-pick-up concept, which incorporates the amenities of the standard model, but also accommodates some surface parking for those parents who wish to pick-up/ drop off their kids at the bus stop (see **Figure 6-12**).

4. Complete the widening of SW Port St. Lucie Boulevard to four lanes south to Becker Road.

Figure 6-10: Prototypical Superstop Concept—Compact Model



Figure 6-11: Prototypical Superstop Concept—Standard Model

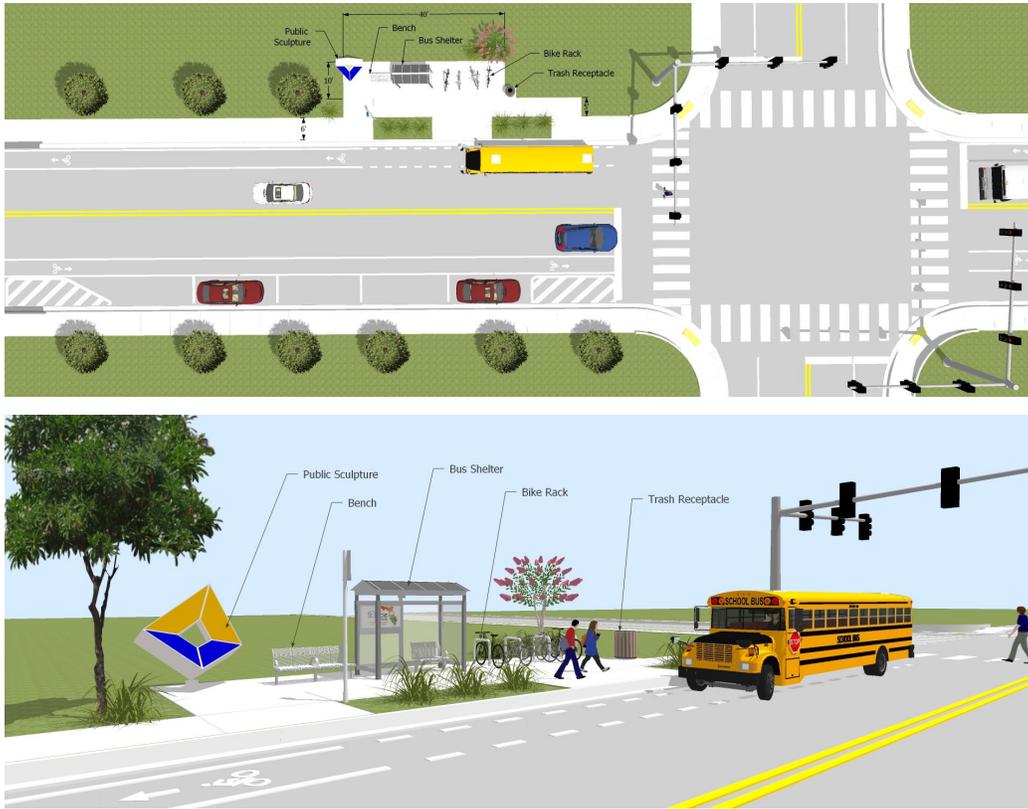
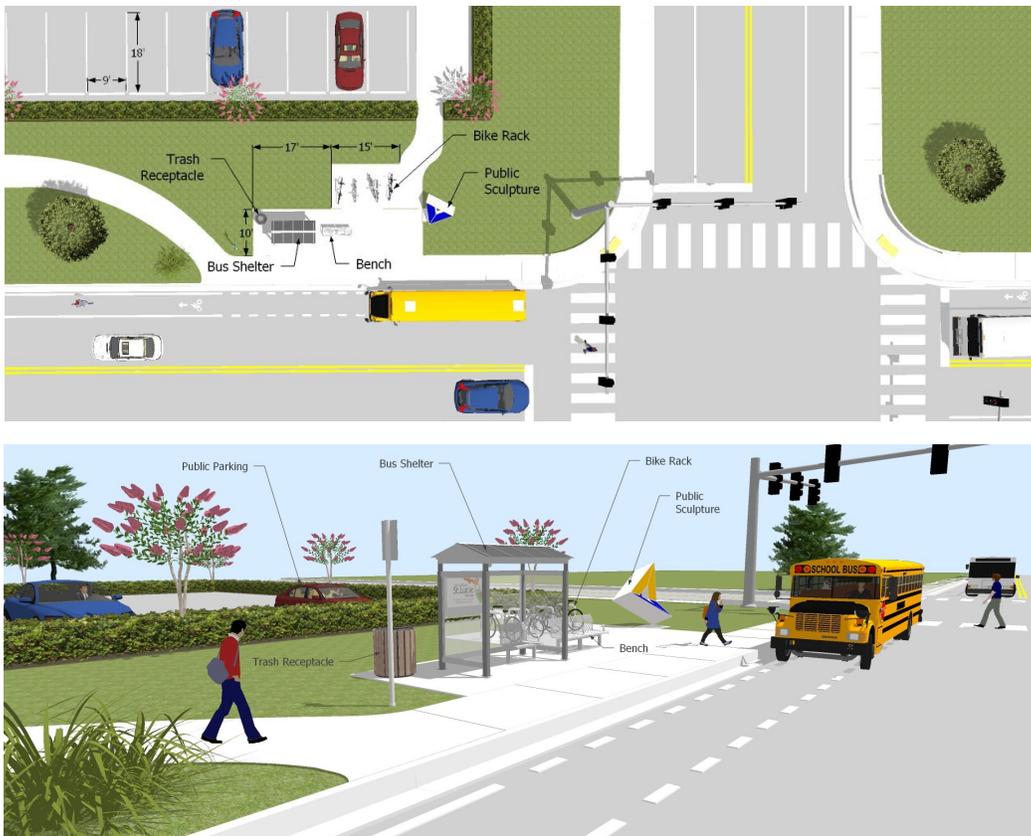


Figure 6-12: Prototypical Superstop Concept—Park and Pick-Up



6.5 Integrating Arts and Culture

The City of Port St. Lucie recognizes the importance of art as an integral element to enhance the quality of the visual environment, both natural and built, and, in so doing, add quality of life and raise the level of citizen awareness of aesthetic experiences in their everyday lives. In April 2013, the City Council adopted Ordinance 13-18 to create Chapter 162, Art in Public Places in the Land Development Regulations (LDR).

Public art in PA-4S will add to the visual and cultural identity to the planning area and its neighborhoods, creating a unique sense of place and distinction, enjoyment and pride for the local residents and visitors. The goals are to create a stimulating environment that reflects and enhances PA-4S's heritage, diversity, and character through public artworks integrated in the architecture, infrastructure and landscape to celebrate the neighborhood's cultural expression and heritage.

The following art and culture strategies must comply with Section 162, LDR subject to the Public Art Fund.

6.5.1 Public Art Opportunities

Public art can contribute to PA-4S's visual identity to strengthen civic connectivity and creating local points of pride. These projects create a visual language that helps make the places that connect PA-4S neighborhoods identifiable and unique. These places could be considered "common grounds" for residents of PA-4S, places where neighborhoods come together through recreation and social activities or that provide threads that enable people to move from one neighborhood to the next. These places include infrastructure systems that link different parts of the PA-4S (entry arterials, walking streets, multi-purpose trails, canal trails, park, stormwater facilities), or facilities that touch and knit together multiple neighborhoods (special parks and recreation facilities) (see **Figure 6-13**).

Successfully integrating arts and culture will require the following:

Entry Arterials

Entry arterials represent the primary gateway roadways that traverse PA-4S and offer the best opportunities to create a sense of entry and identity within the community. As the name suggests, these should be major roadways within PA-4S. This is important for a number of reasons including:

- Arterials typically have larger right-of-way, which provides more opportunities for public art installations.

Figure 6-13: Examples of Public Art



(Source: Council on Culture & Arts for Tallahassee/Leon County)



(Source: Douglas Kornfeld)



(Source: Public Art Network)

- Arterials are heavily-traveled by those living/working within PA-4S and outside of it. These roadways offer excellent exposure for public art installations and provide the greatest potential impact for defining community identity.
- Investment in transportation and streetscape improvements are much more likely to occur on major arterials. This could provide additional opportunities to integrate public art into streetscape design from the early stages.
- Major arterials provide street lighting, which provides opportunities to illuminate art pieces or provide illuminated art.

1. Identify entry arterials within PA-4S where streetscape improvements will be integrated with public art features.

- Potential entry arterials within PA-4S include the following:
 - Port St. Lucie Boulevard
 - Becker Road
 - Savona Boulevard
 - Darwin Boulevard
 - Paar Drive

2. Once the entry arterials are identified, create an action plan for integrating public art at key locations.

- Identify upcoming roadway projects on designated entry arterials that include improved/enhanced streetscape improvements and collaborate with the appropriate departments (City, County, FDOT) to ensure that an artist be included on the streetscape design team. Based on his/her work as part of the team, the artist can create unique streetscape elements or site-specific works to be located along the street. Additionally, the team may identify platforms for temporary artwork.
- Develop a public art grant program to help encourage the development/installation of locally-developed art along the entry arterials.

Walking Streets

Walking Streets represent the corridors that residents most commonly interact with on their day-to-day lives. These are the local streets that connect homes to parks and neighborhood commercial centers and typically provide reduced traffic,

Figure 6-13: Examples of Public Art (cont'd)



(Source: City of Clive, IA)



(Source: Public Art Directory)



(Source: Clearwater Art Alliance)

)

increased pedestrian opportunities, and opportunities to interact with neighbors. These neighborhood streets are less likely to be subject to major infrastructure projects and may or may not have street lighting. However, they do provide opportunities within individual sub-areas to create some unique identifying features, and to allow for some temporary creative expressions.

1. **Identify Walking Streets within PA-4S where neighborhood public art installations (permanent and temporary) can be integrated.**
2. **Partner with the Treasure Coast Connector to install art at bus stops and other transit facilities.**
3. **Coordinate with civic/neighborhood associations or local schools to do street paintings or bench projects. These could be permanent or temporary installations.**
4. **Develop a wayfinding system to include platforms for displaying temporary artworks.**
5. **Encourage property owners to install two-dimensional works of art on their buildings, do temporary projections, or other projects.**
6. **Organize an annual curated temporary art exhibition at the Port St. Lucie Community Center or other public venues.**
7. **Fund the design and installation of decorative transformer/signal box wraps.**

City Trails

Multi-use paths, greenways, blueways, and other trail facilities provide excellent opportunities for integrating public art. Artworks considered along these facilities could range from artist designed infrastructure (lighting, wayfinding, etc.) to site-specific works in key locations.

1. **Identify key nodes along the existing/planned trail network that would allow for public art opportunities.**

Artwork along trails will have the most impact at “nodes,” places where the trail intersects with important destinations or environmental or cultural features. Public art installations (whether permanent or temporary) at these locations would help build identity while also potentially serving as wayfinding elements. Some potential nodes include:

Figure 6-13: Examples of Public Art (cont'd)



(Source: City of Charlotte and Mecklenburg County, NC)



(Source: Isadora Art and Photography)



(Source: Bradenton Downtown Development Authority)



(Source: American Trails)

- O.L. Peacock Park
 - Future Activity Center (Port St. Lucie Boulevard and Becker Road)
 - Commercial Nodes (Paar Drive and Port St. Lucie Boulevard)
 - C-23 Canal Path
2. **Work with Parks and Recreation Department staff to create a work plan for public art on trails so that art projects can be commissioned in a strategic way (construction schedules and planned projects).**
 3. **Work with artists to identify a series of public art projects throughout the trail system that relate to one another and that can be implemented over time, such as a series of kiosks, trail markers, shade structures, bridge railings or another group of serial works designed by artists.**

Stormwater Facilities

Stormwater facilities provide an excellent opportunity for passive parks and sites for public art. Artists could be involved developing site-specific works of art for stormwater management parks that enhance appreciation of the waterways and/or make visible the stormwater management processes for educational purposes.

1. **With the construction of new stormwater facilities, set aside design/construction money for the purpose of integrating public art.**

Parks and Recreation Facilities

Existing/future parks and recreation facilities provide an excellent opportunity for the integration of public art pieces.

1. **With the construction of new parks, the City should set aside design/construction money for the purpose of integrating public art.**

Artists should especially consider possibilities for incorporating art into the civic elements of the facilities, such as entryways, gathering places and circulation areas, so that the art can be experienced by all who visit the facility.

2. **Ensure that the provision of public art in parks is addressed as part of the Parks and Recreation Master Plan.**

Figure 6-13: Examples of Public Art (cont'd)



(Source: Trails WA)



(Source: Council on Culture & Arts for Tallahassee/Leon County)



(Source: Pennsylvania State University)



(Source: Art Daily)

Other Public Art Opportunities

1. The PAAC should collaborate to seek out potential temporary/permanent art within PA-4S. These could include the following:
 - Portable street art – exhibit art at various locations, at different times/seasons and during special events
 - Murals

6.5.2 Cultural Activities

Cities are cultural destinations, providers of exemplary quality of life, networks for new ideas, centers of economic vitality, and magnets for new residents. Planning culturally describes a commitment to realize the impacts of culture as indispensable tools for achieving broad civic objectives. The following recommendations seek to address gaps in PA-4S relating to cultural service delivery, expand participation, broaden the impact of culture and identify new opportunities (see **Figure 6-14**).

1. Link PA-4S to other planning areas and neighborhoods and to the Activity Center.
2. Implement programs, grants, marketing, outreach, and partnerships that attract artists, visitors, and residents from one neighborhood to experience another neighborhood.
3. Provide neighborhood connections with Active Center festivals and marketing, programming, and partnerships with local cultural initiatives that link major festivals with neighborhood initiatives.
4. Do-it-yourself joint collaborations—guidelines, tools, and resources for marketing, programming, and hosting events.
5. Coordinate with festival organizers and cultural association/clubs to understand, share, and collaborate on sustainable models for neighborhood festivals.
 - Atlantic India Association
 - Caribbean American Cultural Group
 - Friendly Sons and Daughters of Ireland
 - Italian American Club of the Treasure Coast
 - Polish American Social Club
 - Port Saint Lucie Sons of Italy
 - Portuguese American Cultural Club of Port St Lucie

Figure 6-14: Examples of Cultural Activities



(Source: Puerto Rican Association for Hispanic Affairs)



(Source: Port Saint Lucie Sons of Italy)



(Source: TC Palm)



(Source: Alachua County Visitors & Convention Bureau)

- Puerto Rican Association for Hispanic Affairs
 - Spanish American Club
 - Other associations/clubs
6. **Maximize people’s opportunity to participate in arts and culture**
 7. **Improve use of Port St. Lucie Community Center to enhance cultural participation.**
 8. **Implement cultural activities at the Port St. Lucie Branch Library in cooperation with St. Lucie County.**
 9. **Develop youth arts conferences and provide dedicated space featuring youth-only art.**
 10. **Enhance transportation to and between neighborhood cultural venues.**
 11. **Provide senior outreach with targeted marketing and increased accessibility for senior citizens to participate in cultural events.**
 12. **Develop family- and child-friendly programming and exhibits with curricula for early learning programs.**
 13. **Increase cultural spaces in every neighborhood:**
 - Revise zoning and licenses to allow for cultural uses to populate vacant and underused commercial and industrial spaces and foster new districts of cultural uses.
 - Permit pop-up cultural spaces in underused storefronts.
 - Donate/lease vacant land or buildings to arts groups, artists, or community cultural groups.
 - Conduct a comprehensive space inventory for cultural uses.
 - Collaborate among neighborhood spaces and parks and local cultural organization responsible for activating the space with cultural initiatives.

Figure 6-14: Examples of Cultural Activities (cont’d)



(Source: Youth Arts Group)



(Source: Choose Tallahassee)



(Source: Charleston Regional Development Alliance)



(Source: Notre Dame College)



BECKER ROAD OVERLAY DISTRICT

7.0 BECKER ROAD OVERLAY DISTRICT

In addition to the overall neighborhood planning effort, the City has requested that a more detailed planning assessment along Becker Road to create a corridor plan and recommendations for a possible “overlay district” that can guide the look and feel of future development/redevelopment of the properties. An overlay district is a specific geographic area in which additional land use/zoning requirements are applied in addition to the underlying zoning code to account for unique conditions or to accomplish a specified goal.

The Becker Road Overlay District Study Area boundary (Study Area) is confined along Becker Road from Interstate 95 to the west, properties within approximately ½ mile north of Becker Road, Florida’s Turnpike to the east, and C-23 to the south. The area consists of approximately 1,494 acres (see **Map 7-1**). The ½ -mile study area boundary to the north was chosen to analyze the potential impact of activity centers, particularly at Becker Road and Port St. Lucie Boulevard and surrounding transitional land uses, as well as close walking proximity to Becker Road (see **Figure 7-1**).

7.1 Community Direction

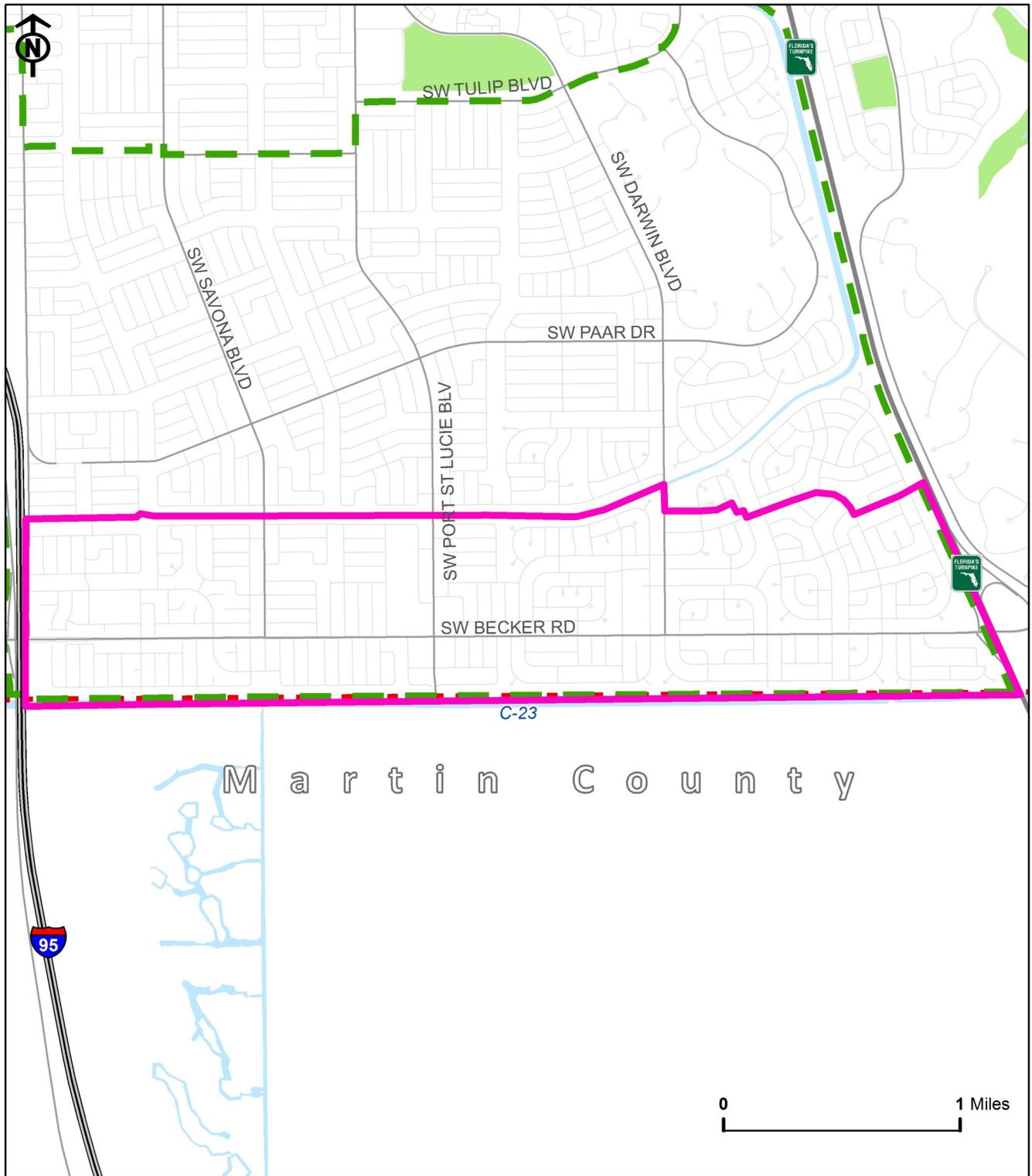
On August 25, 2015, a public meeting was held with local residents, property owners, and business owners to gain a deeper understanding of the Becker Road Overlay District Study Area’s assets, challenges, and opportunities. The meeting is summarized in **Appendix A**. The general comments and opinions of the meeting can be used to in identifying specific improvements and in building the framework for the overlay district, such as the following:

- Create a sense of place and community.
- Address the current land use and zoning issues which are impeding redevelopment.
- Promote the development of mixed-use and commercial uses.
- Establish site and building design standards.
- Reduce driveway access conflicts along Becker Road.
- Increase parks, open spaces and recreational facilities.
- Provide gateway signs.

Figure 7-1: Study Area Character



Map 7-1: Becker Road Overlay District Study Area



Planning Area 4S

Becker Overlay District
Study Area

February, 2016

 Becker Overlay District



7.2 Existing Regulatory Environment

This section identifies land use and development regulations that are inhibiting the desired development along Becker Road, particularly the Activity Center at the intersection of Becker Road and Port St. Lucie Boulevard. The City of Port St. Lucie’s existing and future land uses, and zoning were reviewed to reach a reasonable understanding of the pattern of development activity along Becker Road, identify whether existing land uses are permitted under current zoning regulations, assess whether surrounding uses are compatible with each other, and determine whether certain uses assist or deter development activity.

7.2.1 Existing Land Uses

The existing land uses along Becker Road are largely single-family and vacant lots (zoned single-family), as well as some government uses (see **Map 7-2a** and **Map 7-2b**, and **Figure 7-2**). **Table 7-1** summarizes the total acreage of residential and non-residential uses, as well as vacant properties within the Study Area.

A sustainable non-residential development requires more than 1 acre to be viable and, a residential mixed-use development requires at least

Table 7-1: Total Acreages within Study Area

Total Acreage	Vacant Properties	City Properties	Non-Residential	Single-Family Residential	Multi-Family Residential
1,421.98	584.31	117.51	64.27	655.64	0.25

2 acres to meet minimum residential densities. The County’s Property Appraiser database shows the following non-residential and vacant non-residential parcel sizes (see **Table 7-2** and **Map 7-3a** and **Map 7-3b**). Through the proposed overlay, it will be important to encourage land use conversion to consolidate smaller parcels into viable commercial, mixed-use and residential developments to accommodate onsite requirements, such as parking, storage, loading, buffers, etc. There are several large vacant non-residential parcels along Becker Road, particular at the intersection of Port St. Lucie Boulevard, which is the desired site for the Activity Center.

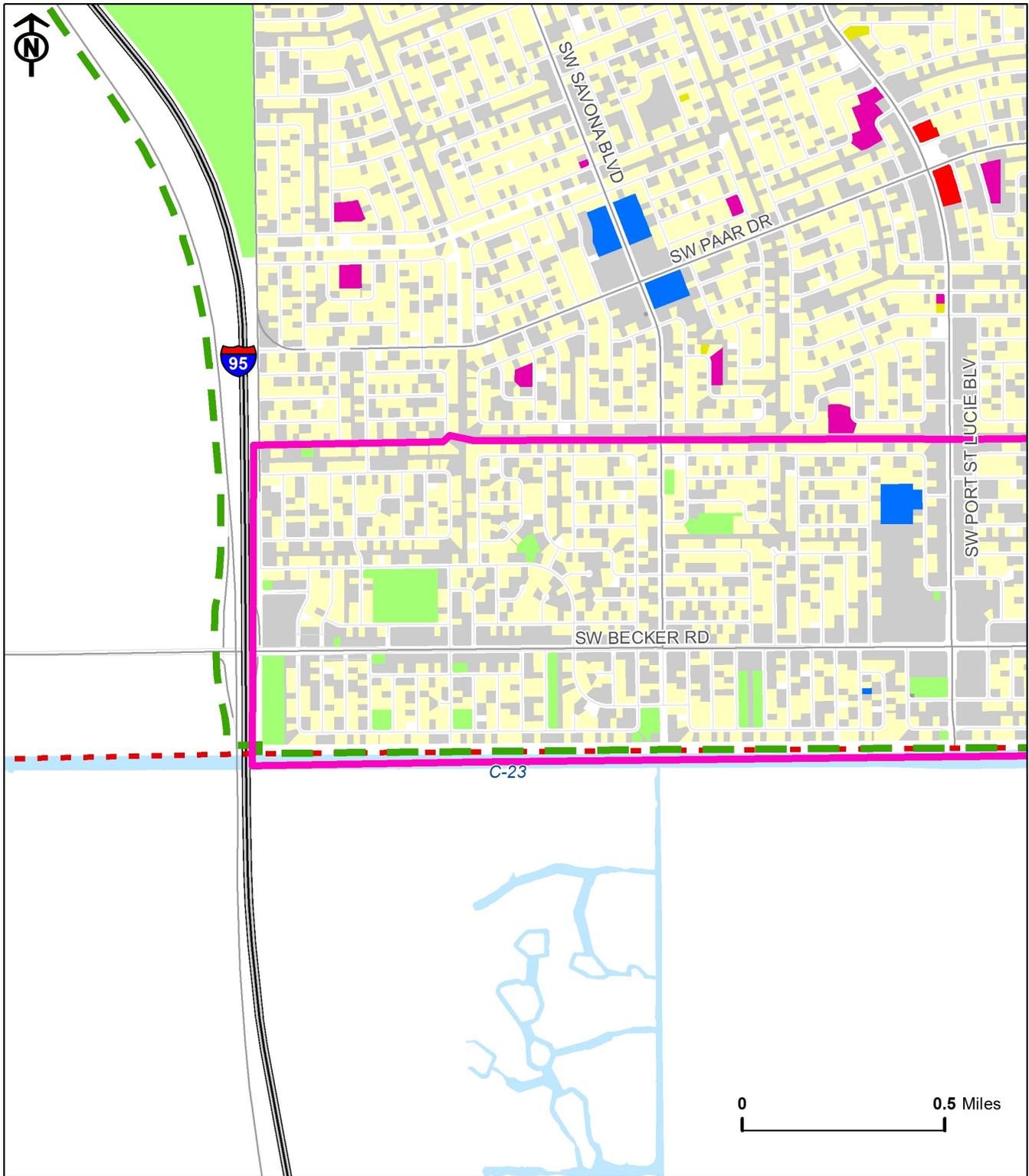
Table 7-2: Non-Residential and Vacant Non-Residential Parcel Sizes within Study Area

Parcel Size	Non-Residential	Vacant Non-Residential
Parcels less than 1 Acre	91	8
Parcels between 1 and 2 Acres	3	2
Parcels greater than 2 Acres	33	12

Figure 7-2: Existing Land Uses



Map 7-2a: Existing Land Uses – West

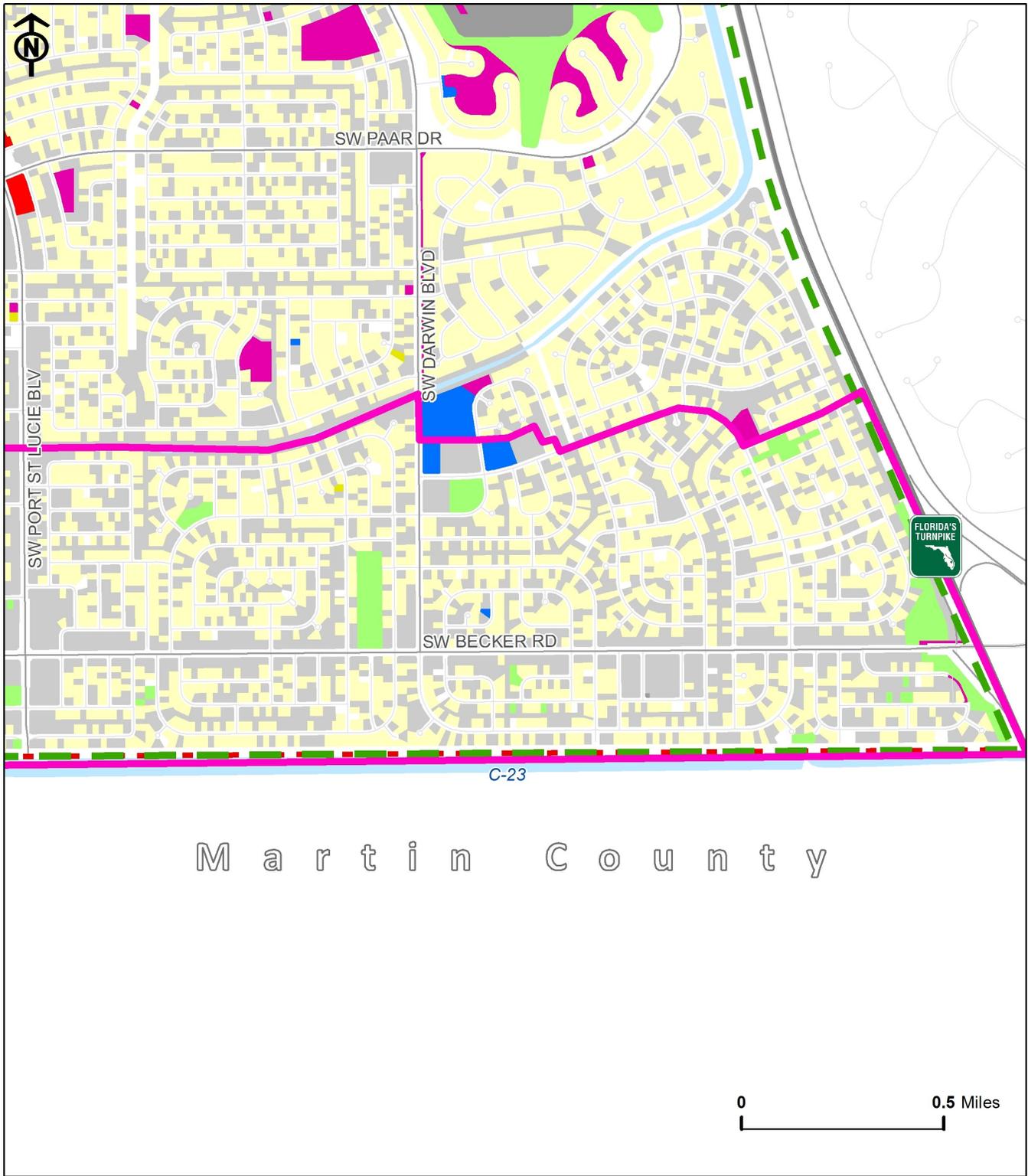


Planning Area 4S
 Becker Overlay District West
 Existing Land Use
 March, 2016

- | | | |
|---|---|--|
|  Becker Overlay District |  Multi-Family |  Parks and Open Space |
|  Vacant |  Commercial |  Governmental |
|  Single Family |  Institutional |  Utility |



Map 7-2b: Existing Land Uses – East

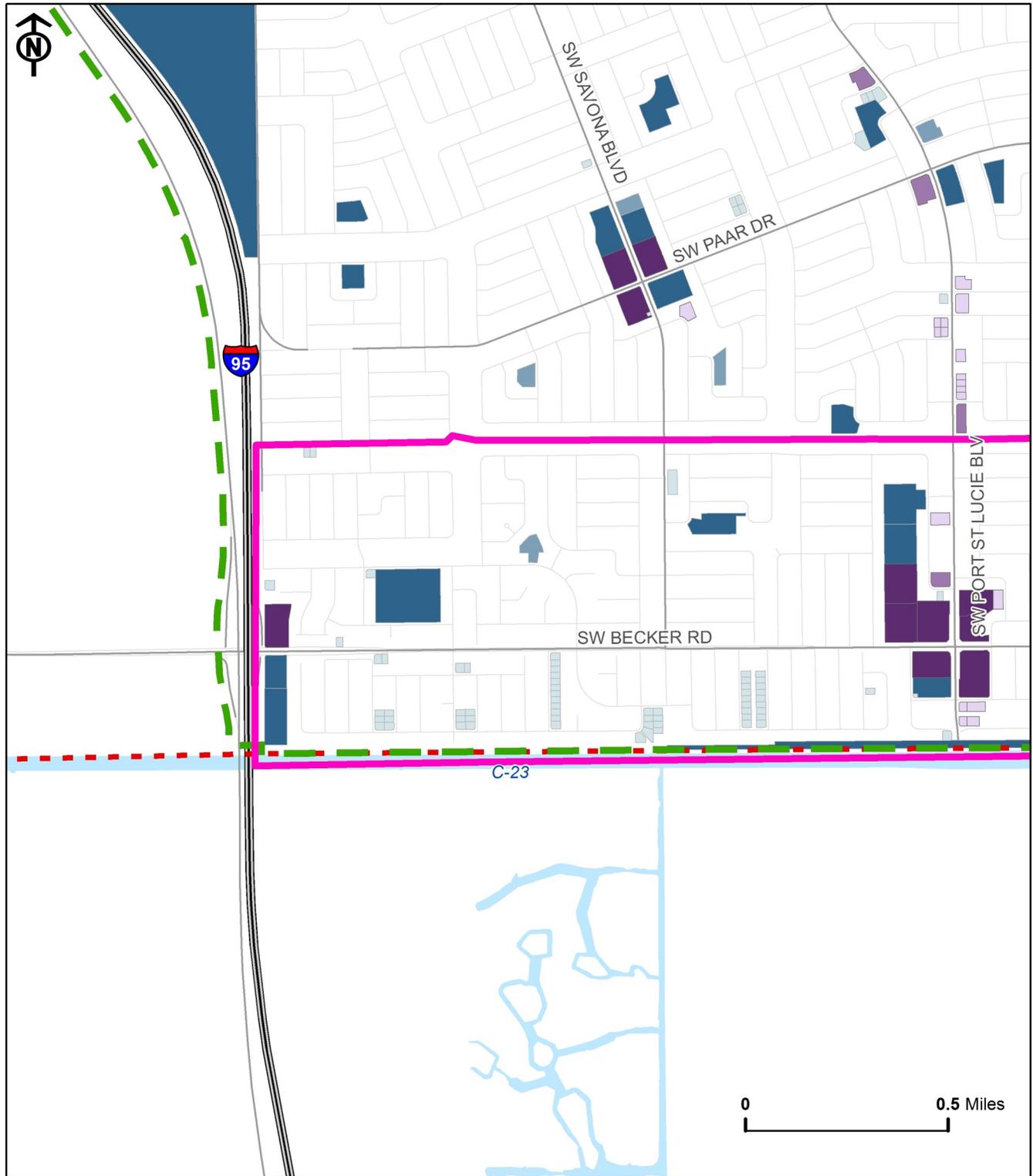


Planning Area 4S
 Becker Overlay District East
 Existing Land Use
 March, 2016

- | | | |
|---------------|----------------------|-------------------------|
| Vacant | Commercial | Governmental |
| Single Family | Institutional | Utility |
| Multi-Family | Parks and Open Space | Becker Overlay District |



Map 7-3a: Non-Residential and Vacant Non-Residential Parcel Sizes – West



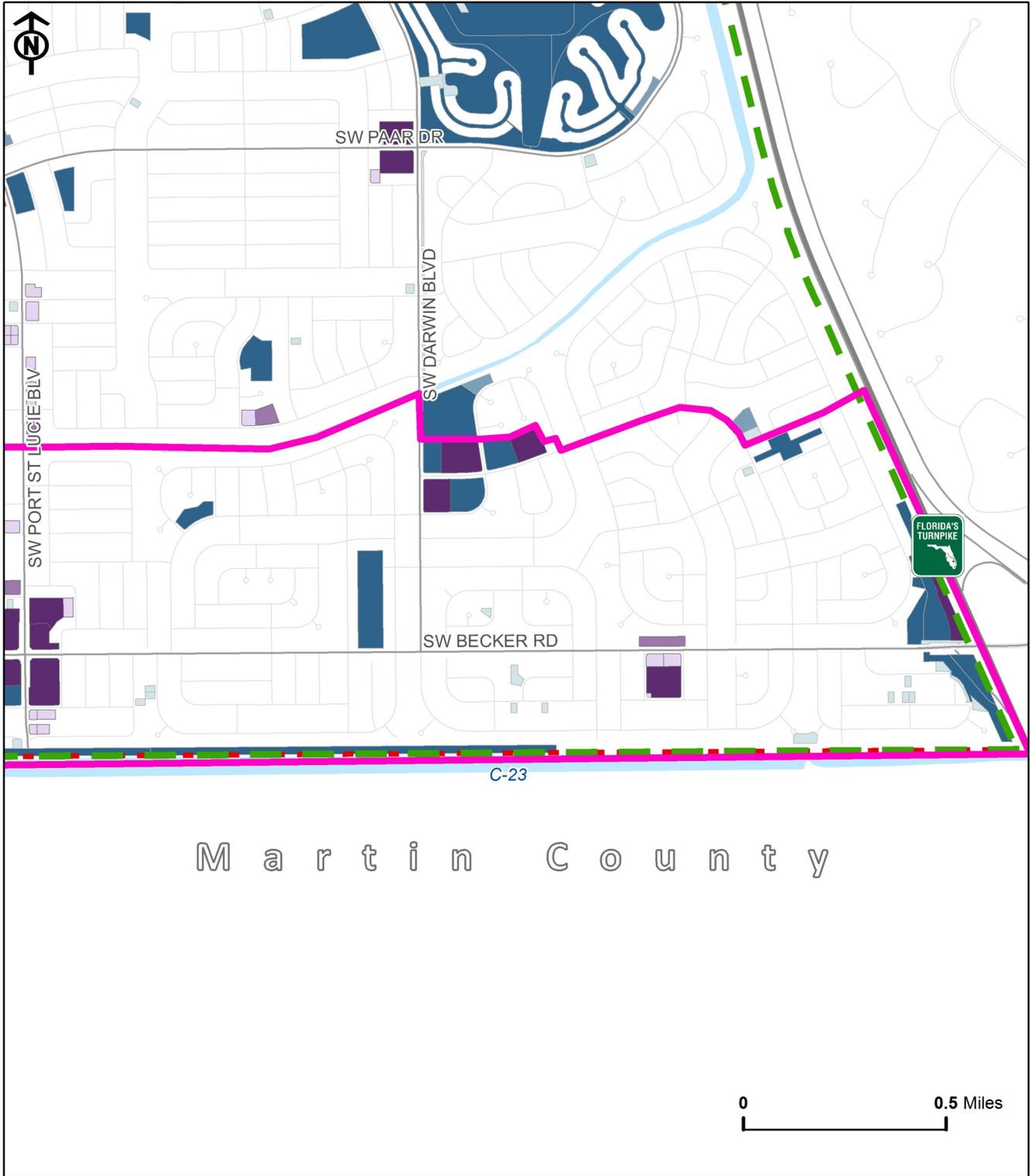
Planning Area 4S
 Becker Overlay District West
 Non-Residential Parcels

February, 2016

- | | | | |
|---|-----------------|---|-------------------------|
|  | Less than 1 |  | Less than 1 |
|  | Between 1 and 2 |  | Between 1 and 2 |
|  | Greater than 2 |  | Greater than 2 |
| | |  | Becker Overlay District |



Map 7-3b: Non-Residential and Vacant Non-Residential Parcel Sizes – East



Planning Area 4S
 Becker Overlay District East
 Non-Residential Parcels

February, 2016

- | | |
|---|---|
|  Less than 1 |  Less than 1 |
|  Between 1 and 2 |  Between 1 and 2 |
|  Greater than 2 |  Greater than 2 |
| |  Becker Overlay District |



7.2.2 Future Land Use

The predominant Future Land Use adjacent to Becker Road is Low Density Residential, which is mostly vacant. Port St. Lucie Boulevard will become a primary commercial and mixed-use corridor with medium-density residential. An Activity Center is desired at the intersection of Port St. Lucie Boulevard and Becker Road based on the 2005 Becker Road Charrette. The Activity Center concept was reinforced during the 2015 public workshops and focus group meetings. Two other commercial nodes at Becker Road and Savona Boulevard and at Becker Road and Darwin Boulevard were identified in the charrette; however, the Low Density Residential future land use has not been amended to General Commercial to implement these two nodes (see **Map 7-4a** and **Map 7-4b**). Future land use amendments are needed to realize the desired vision for the Becker Road Overlay District.

The existing residential densities as specified in the future land use include the following:

- a. Low Density Residential (RL) – a maximum density of 5 du/acre
- b. Medium Density Residential (RM) – a maximum density of 11 du/ac
- c. High Density Residential (RH) – a maximum of density 15 du/ac
- d. Mixed Use (MU) – a maximum density of 11 du/ac

The maximum intensities as specified in the future land use include the following:

- a. General Commercial (CG) – 40% coverage
- b. Limited Commercial (CL) – 40% coverage
- c. Mixed Use (MU) – 60% coverage
- d. Institutional – 30% coverage
- e. Open Space Recreation (OSR) – 30% coverage
- f. Open Space Conservation (OSC) – 10% coverage

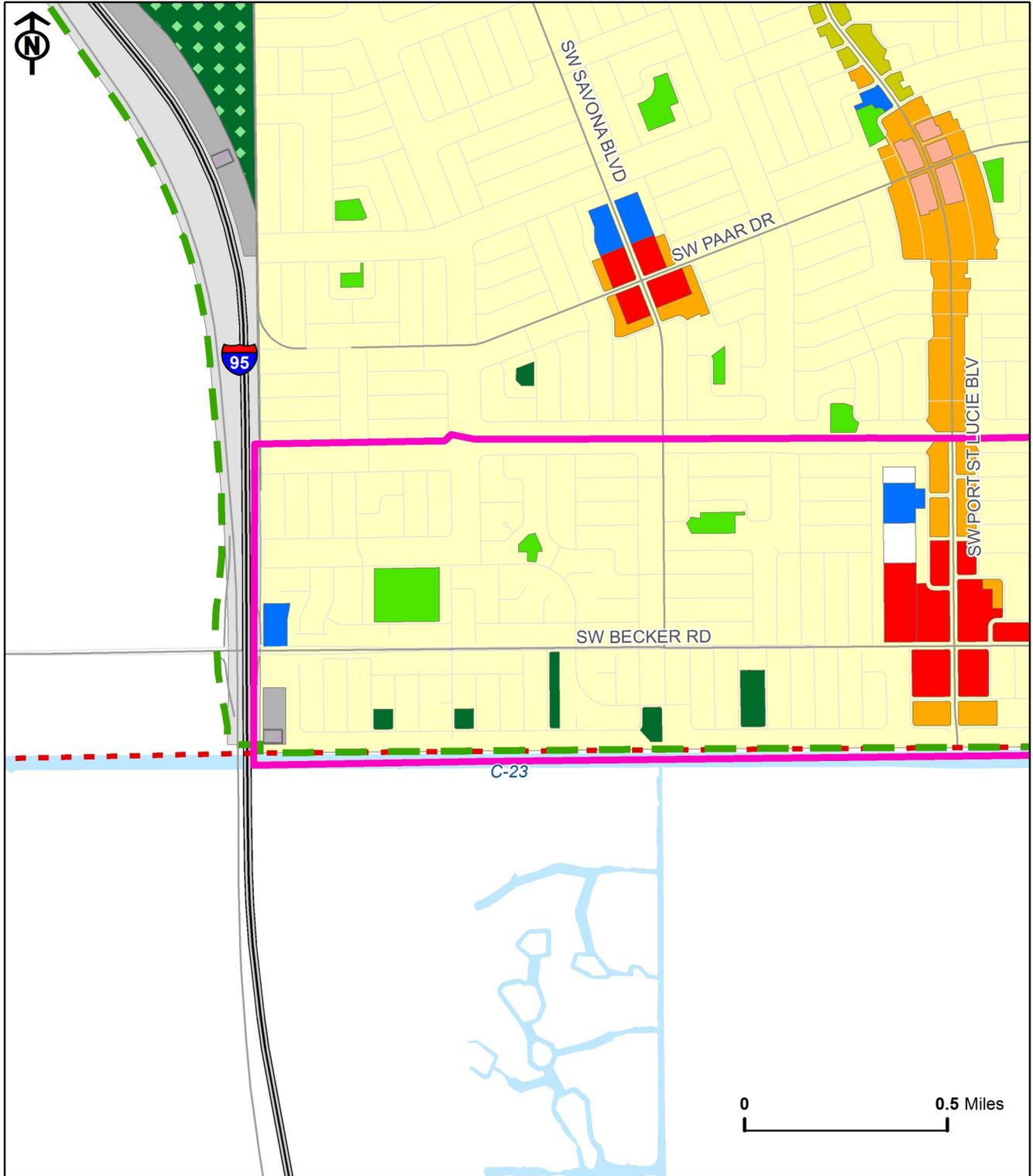
There are numerous undeveloped open spaces within the Study Area which could provide recreational and community facilities, natural areas, and spaces for cultural events.

7.2.3 Zoning Designations

The existing zoning within the Becker Road Overlay District Study Area includes a variety of classifications (see **Map 7-5a** and **Map 7-5b**). This variety reflects the general land use pattern in the area and its fairly strict separation of uses. The majority of the Study Area is zoned for single-family residential. The commercially-zoned properties are mostly concentrated at the intersection of Becker Road and Port St. Lucie Boulevard. Other zoning designations, such as Institutional, Professional, Limited Mixed Use (only four small parcels) and Agriculture, are scattered within ½ mile of Becker Road. There is no transition of zoning districts to buffer from high-intensity to low-intensity uses.

The zoning requirements for residential and non-residential zonings are suburban in design catering to vehicular use, with buildings setback from the street (minimum 25 feet front setback), mostly with parking lots adjacent to the sidewalk, limited pedestrian access, and low building heights (maximum 35 feet). The land use and development standards of the Overlay District would encourage a more pedestrian friendly environment along Becker Road.

Map 7-4a: Future Land Use – West



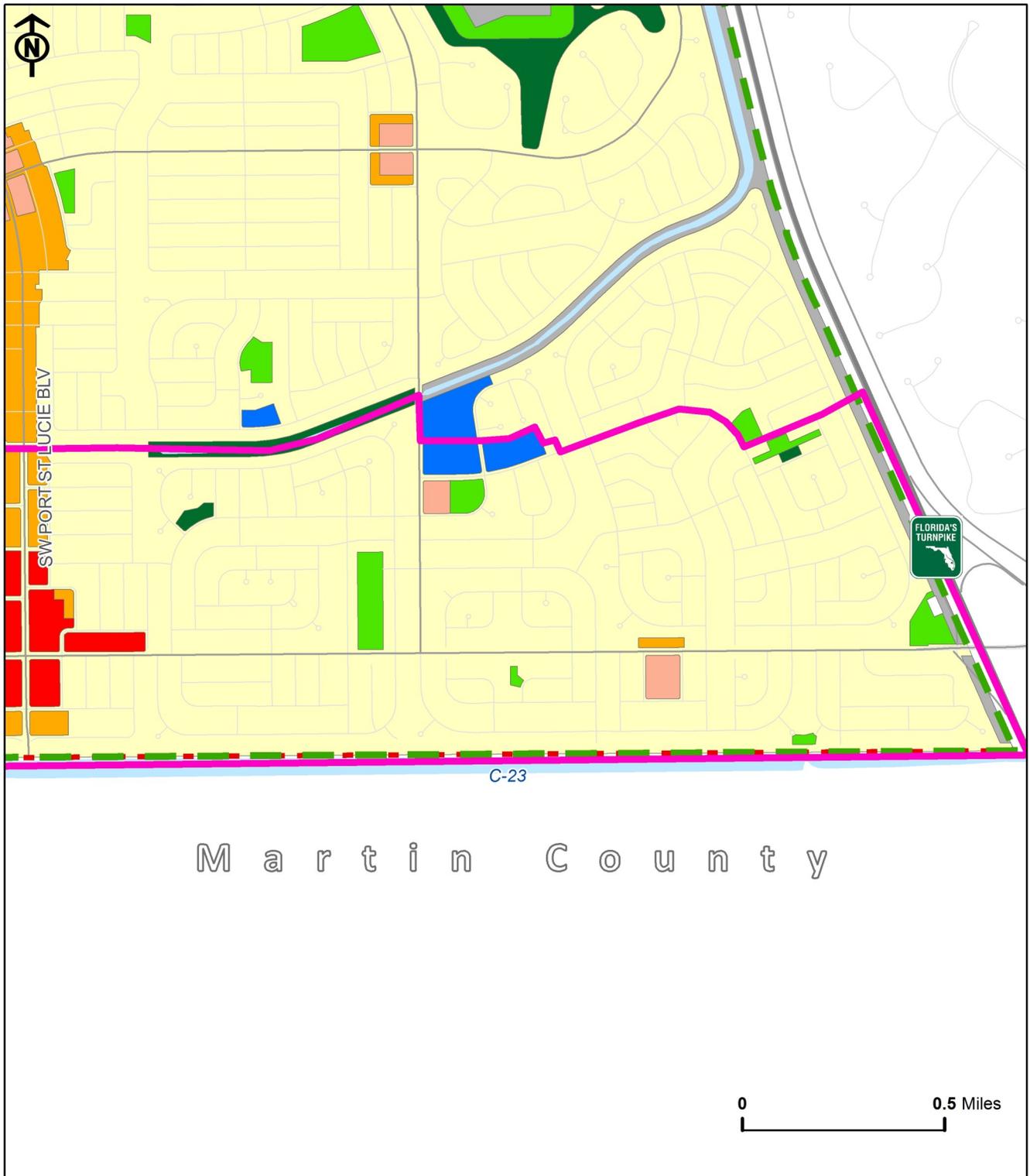
Planning Area 4S
 Becker Overlay District West
 Future Land Use

February, 2016

- | | | |
|----------------------------|-------------------------|--------------------|
| Becker Overlay District | Low Density Residential | Institutional |
| Utility/Light Industrial | Recreation | Highway |
| Utility | Conservation/Recreation | Limited Commercial |
| Medium Density Residential | Conservation | Mixed Use |
| | | General Commercial |



Map 7-4b: Future Land Use – East



M a r t i n C o u n t y

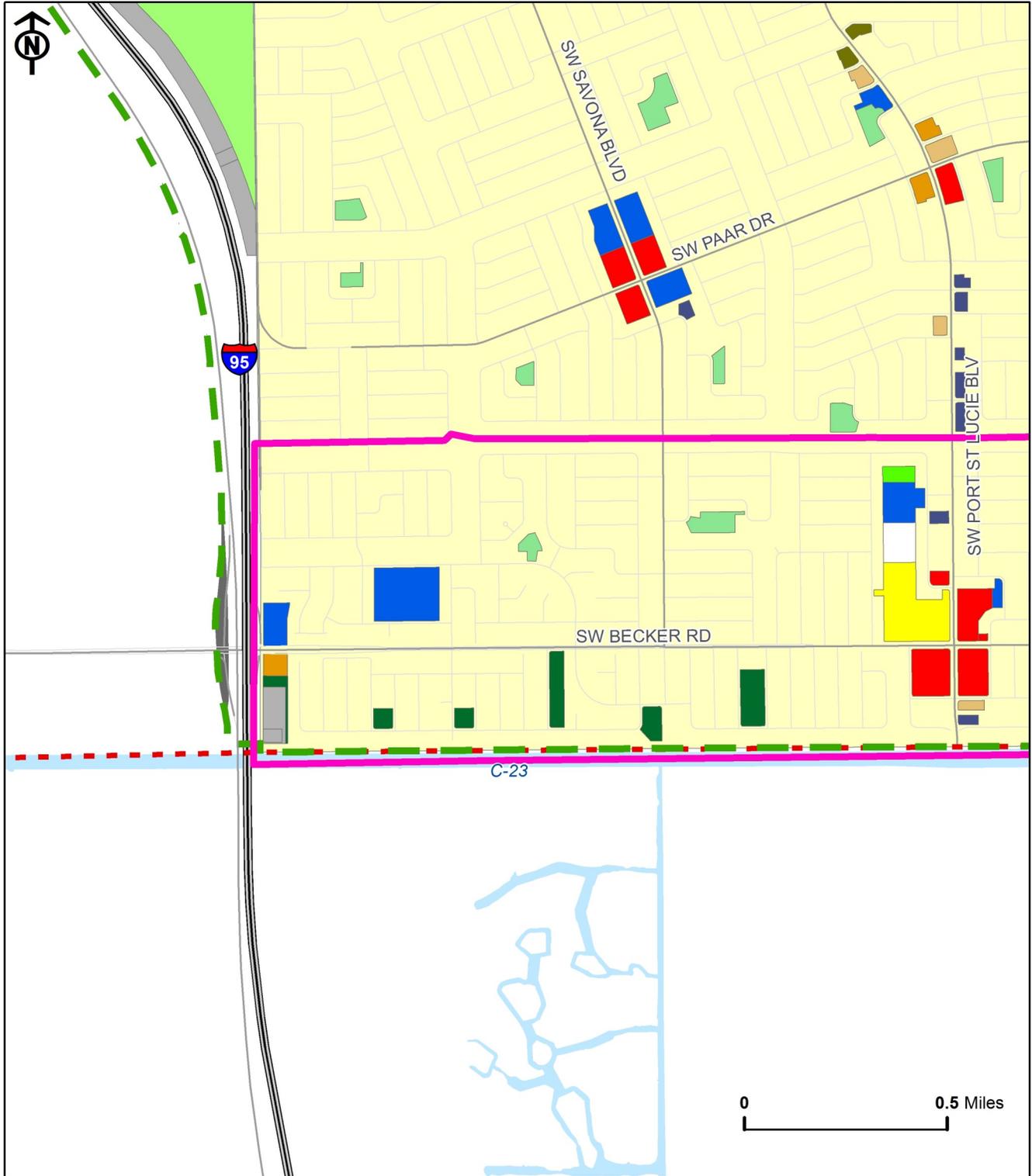
Planning Area 4S
 Becker Overlay District East
 Future Land Use

February, 2016

- | | | |
|----------------------------|-------------------------|--------------------|
| Becker Overlay District | Low Density Residential | Institutional |
| Utility/Light Industrial | Recreation | Highway |
| Utility | Conservation/Recreation | Limited Commercial |
| Medium Density Residential | Conservation | Mixed Use |
| | | General Commercial |



Map 7-5a: Zoning Designations – West



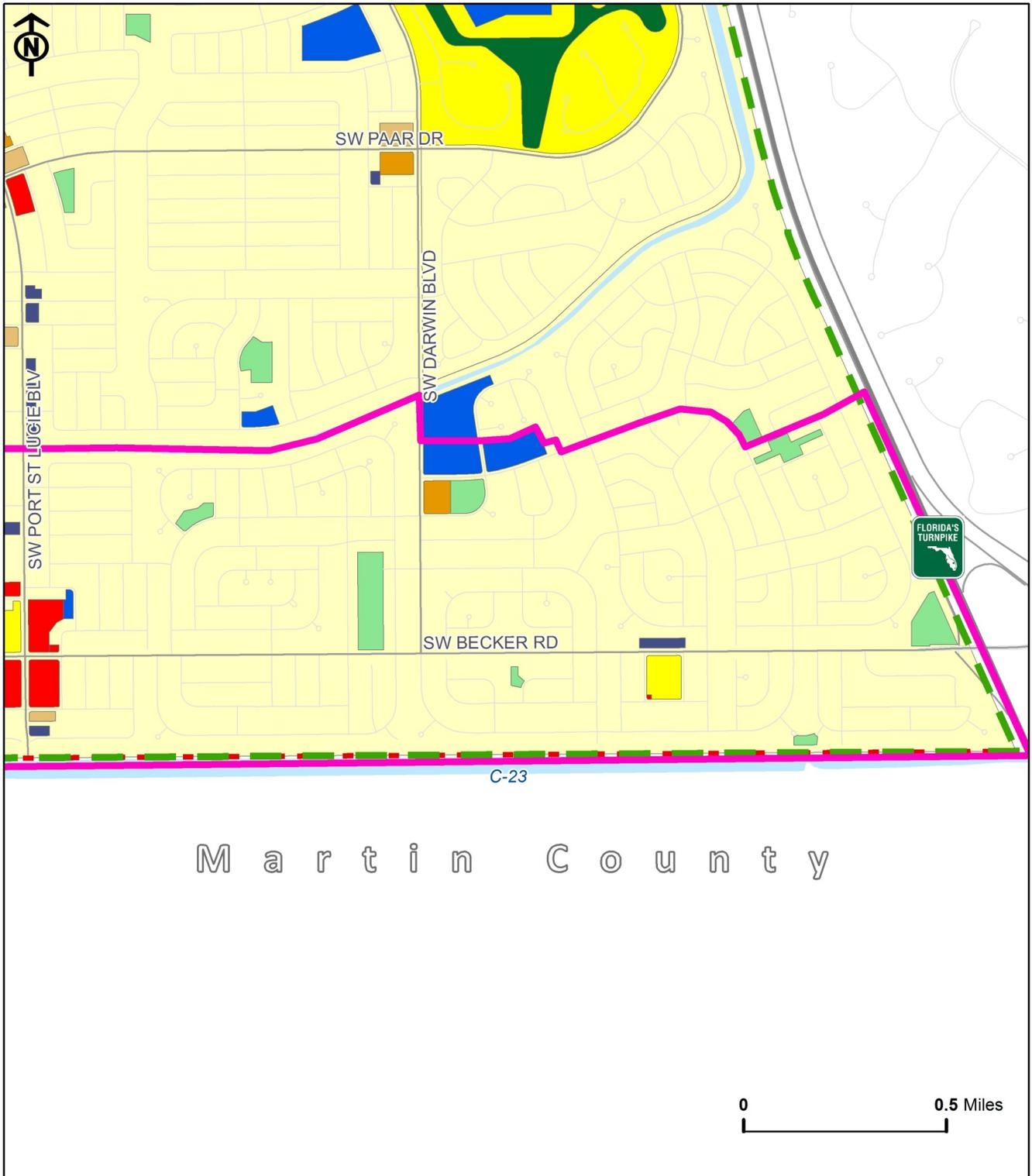
Planning Area 4S
Becker Overlay District West
Zoning

February, 2016

- | | | |
|--------------------------|---------------------------|---------------------------|
| General Commercial | Neighborhood Commercial | Single-Family Residential |
| General Use | Open Space - Conservation | SLC Agricultural |
| Institutional | Open Space - Recreational | To Be Determined |
| Limited Mixed Use | Planned Unit Development | Utility |
| Multi-Family Residential | Professional | Becker Overlay District |



Map 7-5b: Zoning Designations – East



M a r t i n C o u n t y

0 0.5 Miles

Planning Area 4S
Becker Overlay District East
Zoning

February, 2016

- | | | |
|--------------------|---------------------------|---------------------------|
| General Commercial | Multi-Family Residential | Professional |
| General Use | Neighborhood Commercial | Single-Family Residential |
| Industrial | Open Space - Conservation | SLC Agricultural |
| Institutional | Open Space - Recreational | To Be Determined |
| Limited Mixed Use | Planned Unit Development | Utility |
| | | Becker Overlay District |



7.3 Land Use Conversion Manual

The dominant land pattern use in Port St. Lucie is low-density residential development. In the original design for the City, sufficient land was not set aside for commercial uses to meet the needs of future populations or to create opportunities for economic development. In the 1980s, the City adopted a program for converting single-family platted lots along major roadways to non-residential uses. The *City of Port St. Lucie Conversion Manual* was adopted in 1984 to accommodate and modernize antiquated subdivisions. Under the conversion process, the City processed zoning amendments to change the land use along designated segments of roadways. Depending on the conversion plan for the area, the land use would either be commercial, professional, or multi-family.

There is a current land use conversion area identified along Port St. Lucie Boulevard, north of Becker Road, which enables the consolidation of smaller parcels to viable commercial, mixed-use and multi-family uses within the Study Area. However, only a small conversion area has been identified along Becker Road near the intersection with Port St. Lucie Boulevard (see **Map 7-6**). Consideration should be given to expanding the land use conversion area to encourage the desired land uses along the corridor and to minimize negative impacts of single family development, particularly excessive driveways.

7.4 Recommendations for Physical Improvements and Programs

To implement the public's vision of a mixed-use, safe, and aesthetically pleasing corridor to accommodate future population growth and development along Becker Road, the following identifies preliminary recommendations designed to identify areas that should be addressed through policy/regulatory changes, and they should be considered as guidance only. The City will need to further develop these recommendations to update the Comprehensive Plan Future Land Use Element and draft specific land development code language and/or design standards.

7.4.1 Vision

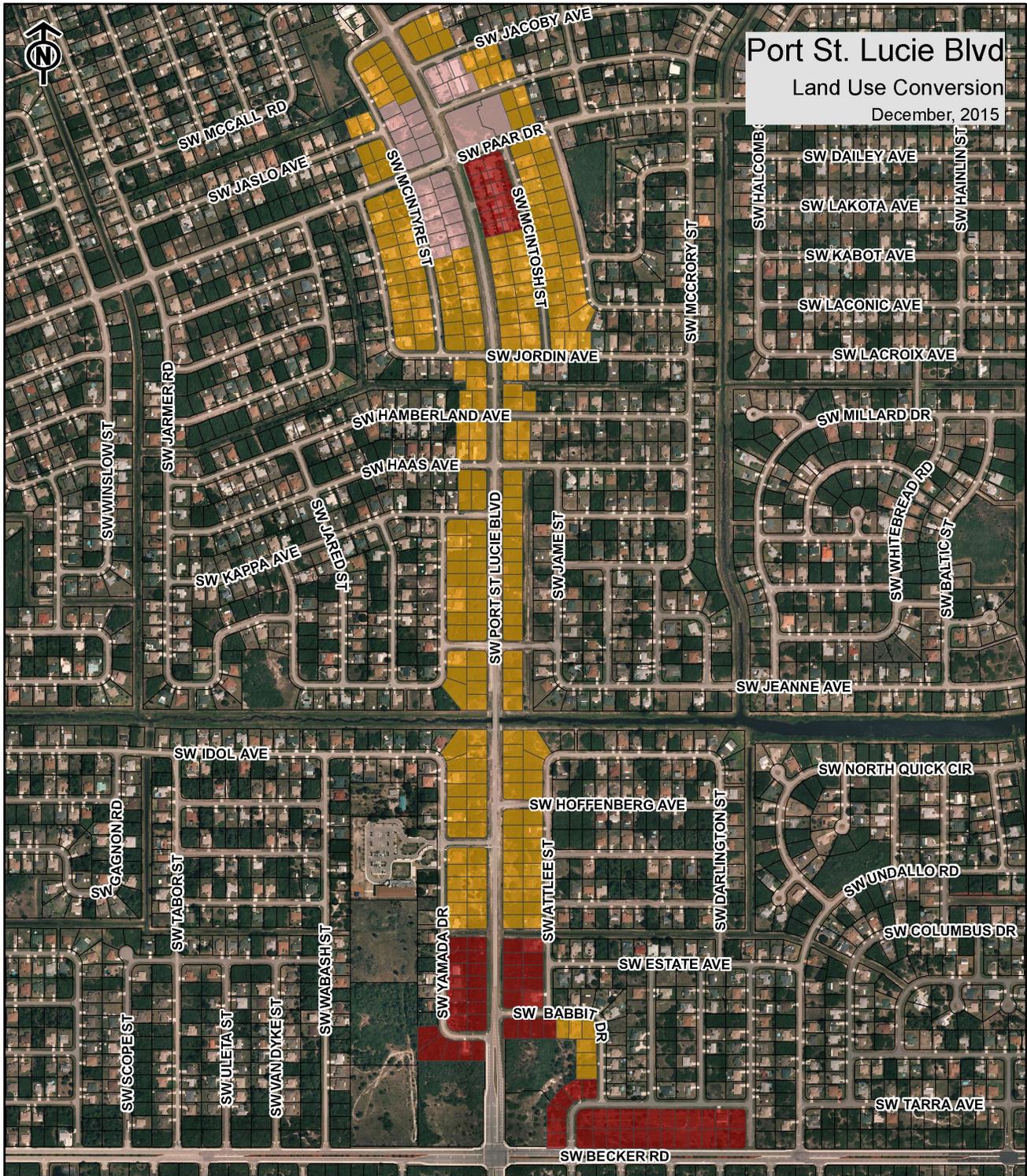
1. **Adopt a vision for the Study Area to clarify the intent of the planning activities and focus efforts on smart, achievable, and incremental goals to deliver results.**
2. **Propose the vision for discussion such as:**

"The Becker Road Overlay District will become a corridor targeted for sustainable growth with commercial/mixed-use areas that offer visitors and residents a high quality local destination with a safe transportation network, pedestrian connections, and public space/recreation facilities in a manner that promotes a positive environment for the City of Port St. Lucie while providing a variety of housing types to accommodate future growth."

7.4.2 Land Use

1. **Develop commercial and mixed-use nodes at primary intersections along Becker Road to anchor the corridor and create local destinations and create transitional areas between the three nodes and the single-family homes (see **Map 7-7**).**
 - a. Designate Becker Road and Port St. Lucie Boulevard as the primary node, as these are the main crossroads and the area is defined in the FLUM as General Commercial and Mixed Use (see **Map 7-7**).
 - b. Create two secondary mixed-use nodes at Becker Road and Savona Boulevard, and Becker Road and Darwin Drive by amending the FLUM from Low Density Residential to Mixed Use (see **Map 7-7**).

Map-7-6: Land Use Conversion Areas Adjacent to Becker Road



Port St. Lucie Blvd
 Land Use Conversion
 December, 2015

- Residential/Office/Institutional (11)
- Commercial General (11A)
- Limited Commercial (11B)

0
|
|
 2,000 Feet



Map-7-7: Conceptual Land Use Plan/Overlay District

LEGEND

- Primary Node
- Secondary Node
- Transitional Mixed Use
- Transitional Multi-Family



- c. Create transitional uses to buffer adjacent single-family residential uses: 1) Transitional – Mixed Use/ Commercial closer to the primary and secondary nodes and 2) Transitional – Multi-Family Residential further away from the nodes and adjacent to single-family residential uses by amending the FLUM Low Density Residential to Mixed-Use, General Commercial and Medium Density (see **Map 7-7**).
- d. Amend the *Land Use Conversion Manual* to identify land use conversion areas within the Study Area to consolidate the smaller parcels into viable commercial, mixed-use and multi-family developments. Modify the buildable lot depth from 125 feet to a maximum buildable lot depth of 250 feet (approximately two lots).

2. Increase density/intensity/height

- a. Primary Node – Maximum 15 du/ac; Maximum 1.5 FAR; Maximum 3 stories
- b. Secondary Node – Maximum 12du/ac; Maximum 1.0 FAR; Maximum 3 stories
- c. Transitional Areas – Maximum 10 du/ac; Maximum 0.75 FAR; Maximum 3 stories

- 3. Provide incentives for developing under the Becker Road Overlay District**—Incentives could potentially include the elimination of the PUD zoning requirement, higher allowable densities, increased building heights, additional permitted land uses, and reduced parking and stormwater management requirements. The City may also consider other incentives for development under the Becker Road Overlay District that may enhance the physical and economic feasibility of transit-supportive and pedestrian-friendly development.

7.4.3 Development Standards/Programs

- The site and building design must comply with the *City of Port St. Lucie Design Standards* manual, in addition to the following requirements relating to building form, not building style (to be further developed):

Site Design

a. Building Placement

i. Setbacks

Front Setback – Minimum 10 feet and maximum 60 feet (Includes landscape/multi-use buffer, one-90 degree or angle parking bay, two-way travel lane and walkway).

Side Setback – 20 feet adjacent to residential; 10 feet adjacent to all other uses.

Side Setback Adjacent to Street – Maximum 15 feet (Opportunity for a storefront zone to allow for seating areas, planters/planting areas, bicycle racks, temporary sale/display of merchandise, moveable sandwich boards, public art, etc.).

Rear Setback – 20 feet adjacent to residential; 10 feet adjacent to all other uses.

- 75% of the building frontage length along Becker Road (see **Figure 7-3**)

Figure 7-3: 75% Building Frontage

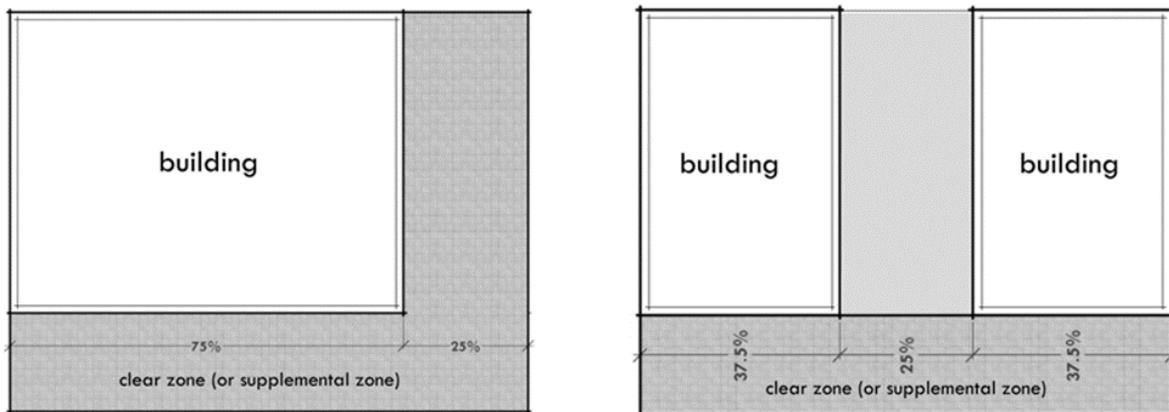
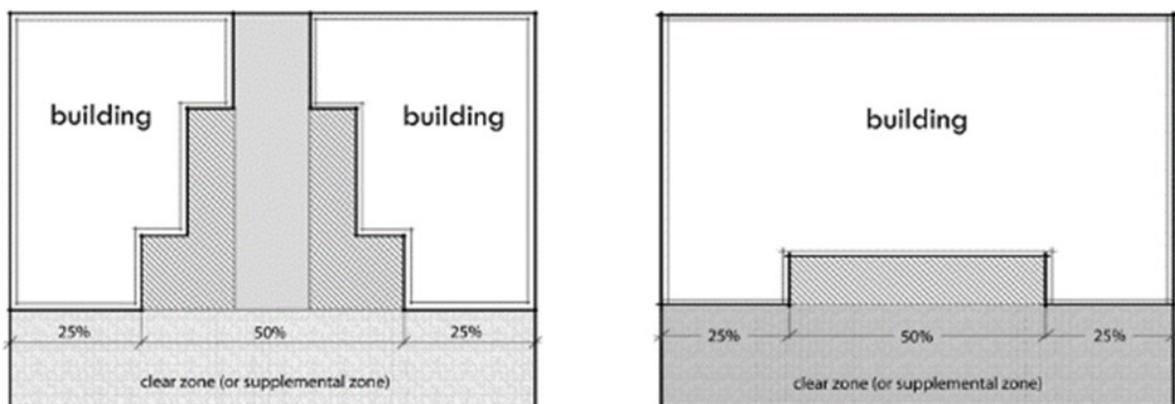


Figure 7-4: 50% Building Frontage



b. Transitions

- i. Building Transitions - Height and scale of new development and redevelopment should be compatible with that of surrounding development (see **Figure 7-5**).
- ii. Green/Open Space Transitions - Public spaces and natural features can be used to provide a seamless buffer/transition from varying development activities and intensities, and maintaining an attractive streetscape (see **Figure 7-6**).
- iii. Parking Lot/Landscape Buffer Transition – Parking lot and landscape buffer can be used to reduce the impact of a use of land on adjacent areas (see **Figure 7-7**).
- iv. Intensity Transitions - Site the less-intensive uses as transitions to lower-intensity, adjacent uses (i.e., neighborhood stores, community facilities, etc. (see **Figure 7-8**).

Figure 7-5: Building Transitions

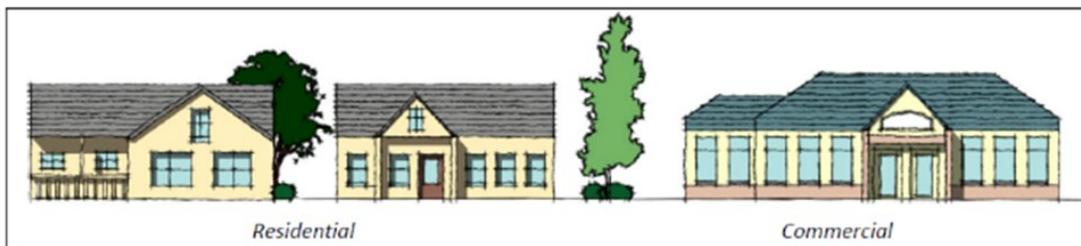


Figure 7-6: Green/Open Space Transitions

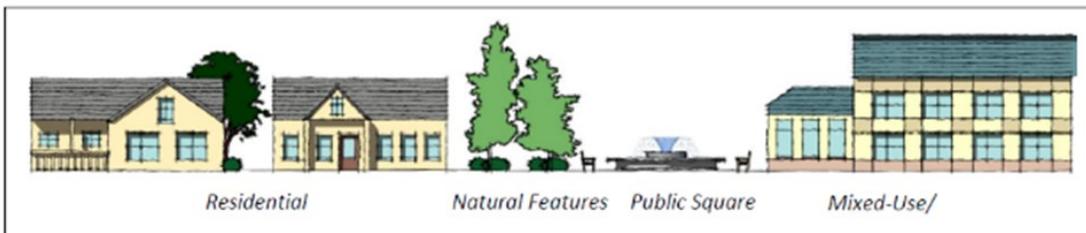


Figure 7-7: Parking Lot/Landscape Buffer Transition

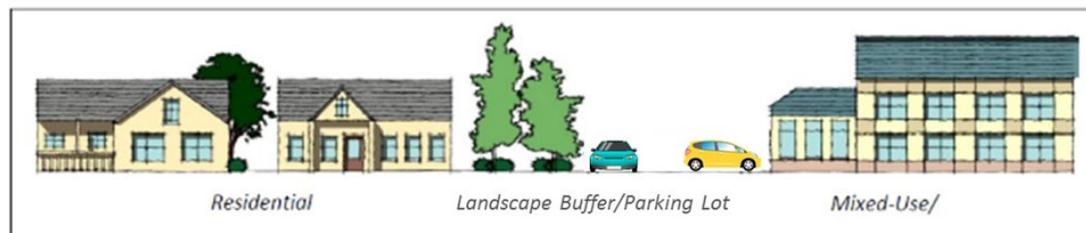


Figure 7-8: Intensity Transitions



c. Off-Street Parking

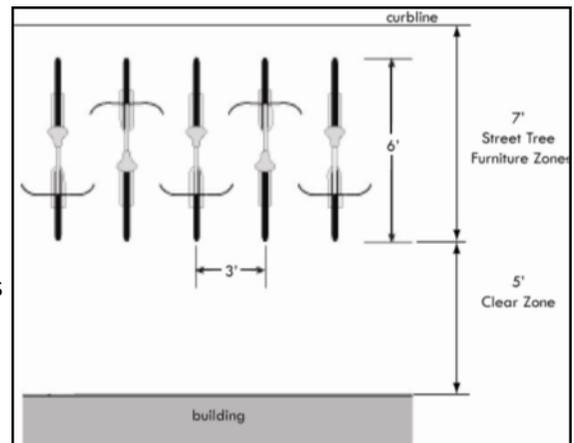
i. Maximum parking requirements:

- Multi-Family Residential
 - 2 spaces per dwelling unit with 2 or more bedrooms
 - 1 space per dwelling unit for 1 bedroom or efficiency apartments
 - Guest parking: At least 1 guest parking space should be provided for every 5 units
- Live/Work (including residential parking), Commercial/Retail/Shopping Center and Office/Convenience Retail/Restaurant – 1 parking space per 250 gross floor area

ii. Bicycle Parking (see **Figure 7-9**):

- Bicycle racks provided on site at a ratio of 1 space for every 15 automobile parking spaces
- Bicycle parking do not obstruct sidewalk clear zone
- Bicycle parking facilities either lockable enclosures or secure stationary rack
- Parking spaces at least 6 feet long and 3 feet wide, and overhead clearance in covered spaces min. 7 feet
- 5-foot aisle for bicycle maneuvering
- Bicycle racks or lockers securely anchored

Figure 7-9: Bicycle Parking Configuration



iii. Provisions for the reduction of off-street parking may include the following:

- By up to 10% for tree preservation
 - By 10 spaces for every car/van pooling vehicle
 - By 1 space for each employee shower facility with 3 or more lockers
 - By 1 space for each fully enclosed and lockable bicycle parking space
 - By 1 space for every 3 electric car parking spaces with a recharge outlet
 - Motorcycle/scooter parking may substitute for up to 5 automobile spaces or 5% of required parking spaces; reduce by 1 space for every 4 motorcycle/ scooter parking spaces
 - In no case may the maximum off-street parking requirements for a project be reduced by more than 50%
- iv. All non-residential parking lots located within front half of parcel or in front of principal structure should be used only for parking of passenger vehicles and should include no more than 50% of planned parking spaces.
- v. All residential parking lots along Becker Road should be located at the rear of the principal structure.
- vi. Minimize driveway curb-cuts and encourage cross access along Becker Road (see **Figure 7-10**).
- vii. Shared parking is strongly encouraged – reduction in the total number of required parking spaces for two or more uses jointly providing off-street parking when their respective hours of peak parking demand of the uses do not coincide, and that the accumulated parking demand at any one

Figure 7-10: Access Management

time should not exceed the total capacity of the facility.

viii. Parking Structure

- Parking structures fronting a public street or public space should be masked by a liner building a minimum of 30 feet deep.
- The first 30 feet of depth of the liner building should be occupied by office, residential or other non-parking commercial uses.
- Liner buildings may be detached from or incorporated into parking structures (see **Figure 7-11**).
- When a liner building is not possible due to unusually shallow lot depth or unique topographical features, provide a landscaped seating area between the structure and the street.
- The parking structure/liner buildings should be designed to have similar façade treatments with respect to building materials and articulations to complement the architectural theme of the development.

Figure 7-11: Liner Buildings

d. Loading/Delivery Docks

- i. All service areas and loading docks should be, to the maximum extent achievable, located in the rear of the lot or behind the principal structure.
- ii. Loading and service docks should be screened. The screening should be done so that it blends with the architecture of the building (see **Figure 7-12**).

e. Equipment and Utilities

- i. Mechanical equipment located on the ground, such as air conditioning and heating units, satellite dishes, irrigation pumps, utilities lift stations and the like should be screened from public view (see **Figure 7-13**).

Figure 7-12: Service Area Screening



Figure 7-13 Mechanical Equipment Screening



f. Trash Containers

- i. Trash containers should be placed at the side or rear of the building and/or centrally located in the parking lot away from residential uses and screened from public view. The screening should be done so that it blends with the architecture of the building (see **Figure 7-14**).

Figure 7-14: Trash Container Screening



Building Design

a. Window Glazing

- i. Provides interest for the pedestrian, connects the building exterior and interior, puts eyes on the street, promotes reusability, and provides a human-scale element on building facades (see **Table 7-3** and **Figure 7-15**).

Table 7-3: Window Glazing

Percentage of Window Glazing (Minimum Wall Area)	Primary Node	Secondary Node	Transitional Areas (Mixed-Use)	Transitional Area (Multi-Family)
Ground Floor (between 2 and 10 feet)	80	65	40	20
Upper Floors	35	25	20	20

Figure 7-15: Window Glazing Placement



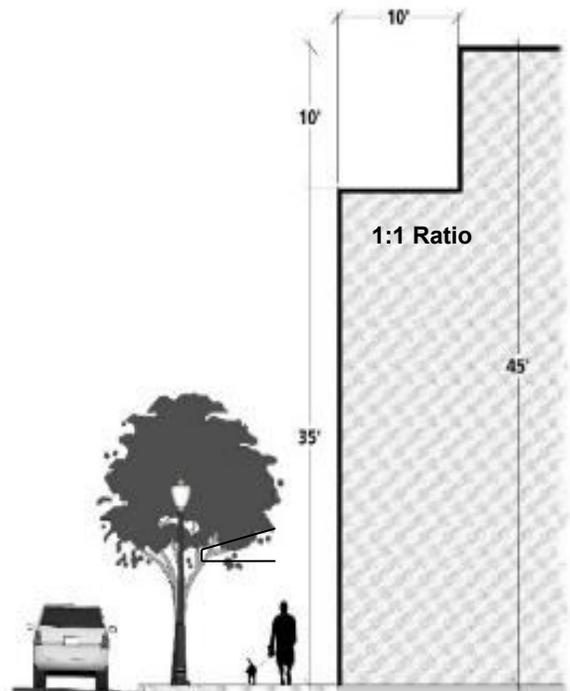
b. Building Height Variations

- i. The building heights for mixed-use developments should increase at a 1:1 ratio beyond the 35 feet height until it reaches the maximum 45 feet to provide variations in height to maintain a pedestrian scale along the street front (see **Figure 7-16**).

2. Encourage infill and development opportunities within the Becker Road Overlay District to support commercial, mixed-use, office, multi-family residential and public/recreational uses, as it is an integral component of the Becker Road corridor vision.

- a. When feasible, encourage acquisition and subsequent redevelopment and/or improvements by the private market. If not feasible, develop a Property Acquisition Plan to explore the acquisition of critical properties in the Study Area to facilitate redevelopment. Such Property Acquisition Plan may include the following:

Figure 7-16: Building Height Variations



- i. Map and index all non-residential and residential properties in the Becker Road Overlay District to provide detailed information on parcel boundaries, sizes, and ownership.
- ii. Identify and inventory all relevant substandard properties.
- iii. Document and analyze overall market demands and infrastructure constraints throughout the Becker Road Overlay District.
- iv. Document site criteria for modern mixed-use developments by business type to facilitate understanding of contemporary developer site and parking requirements.
- v. Facilitate aggregation and redevelopment of “problem” or constrained parcels or groups of parcels.
- vi. Assist in the purchase, sale, negotiation, and coordination of land assembly.
- vii. To assure the City’s success, dedicate public resources to fund mapping and indexing of all properties in the Becker Road Overlay District, provide City resources and staff time to negotiate acquisitions and public/private partnerships with potential developers, and consider the financing of land acquisitions by the City (some of which will be recovered or rolled over as properties are resold).

3. Support and assist local businesses to succeed and attract new businesses to encourage private reinvestment in the Becker Road Overlay District.

- a. Create a logo, identity package, and website that can be used to identify the Becker Road Overlay District.
- b. Create a business recruitment package that is updated regularly with a listing of available properties, maps, building profiles, and information for current and planned events
- c. Establish one or more public/private partnerships to encourage and use the expertise of private enterprise to implement the development vision. Strategies could include the following:
 - i. Form an Advisory Committee to look into development proposals and incentives to promote quality development within the Becker Road Overlay District. The Advisory Committee may also proactively look into property acquisition for this purpose.
 - ii. Target strategic development projects and solicit developers and property owners, then negotiate a public/private development agreement that sets forth terms and conditions involving the disposition of land, the nature of the prospective development, City incentives, the site plan, the project schedule, and other conditions pertaining to the project.
 - iii. Develop public/private partnerships at the Primary Node, perhaps City office or recreational facilities such as a community center or library can be located at the Activity Center.

7.4.3 Public Realm Standards

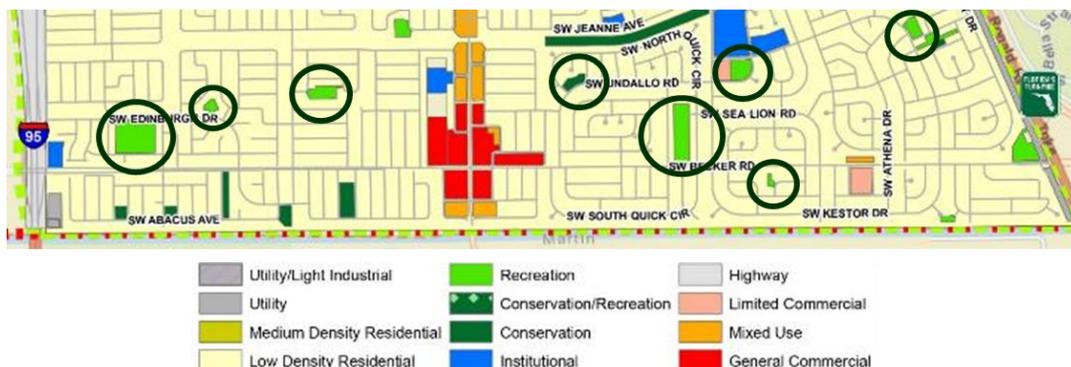
- 1. Develop a streetscape plan to strengthen the image of the Becker Road Overlay District by visually unifying Becker Road, Savona Boulevard, Port St. Lucie Boulevard, Darwin Boulevard and Kestor Drive; and the commercial, mixed-use and residential areas to create a pleasant, attractive, and pedestrian-friendly environment, and also where local businesses can flourish. This plan will build off of the streetscape plan implemented along Becker Road. Streetscape features should include:**
 - a. Special paving pattern for sidewalks and walkways particularly at identified primary and secondary nodes.

- b. Decorative traffic signal mast arms at the primary and secondary nodes to anchor the intersections.
- c. Additional decorative roadway and pedestrian lights, equipped with banner poles to provide public safety and a consistent rhythm pattern. Decorative intersection treatments at the primary and secondary nodes to enhance the visual appearance and to serve as traffic calming devices.
- d. Decorative site furnishings to unify the street and provide pedestrian comfort to be located in high pedestrian activity areas next to public facilities, building entrances, and promenades/plazas under shade.
- e. Additional landscaping (particularly shade trees) to provide shade and a consistent rhythm pattern.
- f. As transit routes become available, install transit stops to promote ridership consisting of a shelter, bench, trash receptacle, and bicycle rack.
- g. Promote the Becker Road Overlay District through designing and implementing gateways, banners, street name signs, and wayfinding system. Gateways and wayfinding signs could be located at the primary and secondary nodes, which may require corner clip easements from property owners.
 - i. Becker Road and Savona Boulevard
 - ii. Becker Road and Port St. Lucie Boulevard
 - iii. Becker Road and Darwin Boulevard
 - iv. Becker Road and Kestor Drive

2. Provide and improve recreation facilities and public spaces in a manner that will enhance the Becker Road Overlay District by creating exciting, inviting, and viable public open space to strengthen economic development and job opportunities, and overall community livability.

- a. Develop City parks and partner with developers to provide ample recreational and community facilities, natural areas, and cultural events for the local residents and to attract visitors.
- b. Potential City Parks could be developed on City-owned properties managed by the City including existing stormwater facilities along Becker Road (see **Map 7-8**).
- c. Develop an integrated park system connected to existing and proposed multi-use trails, sidewalks and bicycle lanes within the Becker Road Corridor. Typical park amenities may include the following:
 - Park/trail identity sign
 - Pathway/walkway connecting to sidewalks, bicycle lanes or multi-use trails
 - Park benches
 - Picnic areas
 - Playgrounds
 - Community gardens
 - Multi-purpose courts
 - Lighting
 - Landscaping
 - Bicycle racks

Map 7-8: Potential City Parks within Study Area





PRIORITIZATION/DECISION-MAKING/ PERFORMANCE MEASURES

8.0 PERFORMANCE MEASURES AND PRIORITIZATION

This section of the Plan includes recommendations for performance measures that can be adopted to track plan implementation progress and a prioritization matrix that categories projects and initiatives into short, medium, or long term.

8.1 Performance Measures

Performance measures are metrics that help the community, City staff, and elected officials track plan implementation progress over time. These measures can apply to a number of different areas of implementation both qualitative and quantitative. Each PAAC is encouraged to develop the right set of performance measures to track plan progress for each Planning Area.

8.1.1 St. Lucie TPO Performance Measures

The St. Lucie Transportation Planning Organization (TPO) has recently adopted a series of performance measures to help track the successful implementation of the Long Range Transportation Plan (LRTP). The City should consider coordinating with the TPO to share data for the purposes of some of these measures. This is particularly relevant to this planning effort as many of the recommendations are related to multimodal transportation. The measures below have either been pulled from the TPO document or are related to transportation and neighborhood planning:

- % of roadways with sidewalks and bike lanes
- % of transit stops with sidewalk access
- Lane feet of sidewalks
- Miles of fixed route transit service
- % of low-income, older adults, and persons with disabilities within ¼ mile of transit route.
- Community walkscores
- Number of bicycle riders
- Number of fatalities/serious injuries—car/motorized
- Number of fatalities/serious injuries—bicyclist/pedestrian

8.1.2 Other Potential Performance Measures

There are additional performance measures that should be considered to track the implementation of the Plan, including the following:

- Attendance at PAAC Meetings
- Attendance at public workshops/forums
- Number of civic/neighborhood associations formed
- Civic/neighborhood association membership
- Number of events hosted by civic/neighborhood associations
- Grant dollars awarded by the City through its Neighborhood Grant Program
- Number of households in adopted street lighting/sidewalk funding districts

8.1.3 Conclusion

It is important to remember that selecting the right performance is a very important step for the City and the PAAC as plan implementation begins. The measures selected should be relevant to the PAAC, and implementation of the plan and data should be readily available and fairly easy to update/maintain. Measures can be very useful, particularly over the long term, but due to the work involved they are often not maintained. It is recommended that the PAAC and City adopt a mix of those measures listed in the previous sections to address both multimodal improvements and community engagement and capacity building.

Once the right set of measures is selected, the City should publish them on the Neighborhood Planning Division website for easy public access. It is recommended that these measures should be updated annually and reported at a quarterly meeting of the PAAC.

8.2 Prioritization Matrix

The prioritization matrix on the following pages categorizes each of the major initiatives of the Plan as either short, mid, or long term priorities (see **Table 8-1**). This matrix is designed to help build energy and enthusiasm by achieving small victories to increase momentum for implementation. Working with City staff, the PAAC should review and prioritize these priorities every year as they identify a work plan.

Table 8-1: Prioritization Matrix

Activities	Short Term (Years 1-3)	Mid Term (Years 4-6)	Long Term (Years 7+)
Building Identity			
Delineate sub-areas within PA-4S			
Conduct public survey to identify preferred sub-area names			
Formally adopt the sub-area names and include in Land Development Regulations and Comprehensive Plan as appropriate			
Complete a branding process to identify sub-area logos and wayfinding design			
Implement a Banner Program along primary roadways			
Implement sub-area gateway signs adjacent to primary intersections			
Activity Centers			
Designate the Activity Center as a primary node by amending the FLUM from Low Density Residential to Mixed-Use and modify the density/intensity			
Identify modifications to the Land Development Regulations (Development Standards/Programs)			
Install a gateway at Becker Road and Port St. Lucie Boulevard			
Improve sidewalk connections			
Implement passive park improvements and sidewalk loop at stormwater pond			
Enhancing Recreation and Leisure			
Complete a Parks and Recreation Master Plan			
C-23 Canal Multi-Use Path			
Create a grant program to provide technical assistance for community gardens			
Open community gardens in PA-4S			
Connecting Multimodal Transportation			
Develop performance measures for construction of bicycle/pedestrian facilities and report on them at quarterly PAAC meetings			
Update sidewalk prioritization process to include PAAC priorities			
Create a funding process to allow property owners to fund sidewalks			
Identify locations of potential bus superstops			
Collaborate with St. Lucie County schools to implement superstops			

Table 8-1: Prioritization Matrix (cont'd)

Activities	Short Term (Years 1-3)	Mid Term (Years 4-6)	Long Term (Years 7+)
Integrating Arts and Culture			
Identify Entry Arterials where streetscape improvements will be integrated with public art features			
Create an action plan for integrating public art on entry arterials			
Identify walking streets within PA-4S where public art installations can be integrated			
Partner with Treasure Coast Connector to install bus stops and other transit facilities			
Coordinate with civic organizations or local schools to do street and/or bench painting projects			
Fund the design and installation of decorative transformer/signal box wraps			
Organize annual temporary art exhibitions at the Community Center			
Develop a public art plan to identify locations for installations along the existing/future trail network			
Adopt a public art requirement for new stormwater ponds			
Have PAAC identify locations for neighborhood murals			
Identify opportunities for portable street art installations			
Coordinate community festivals with a local cultural association/club in PA-4S			
Conduct a comprehensive space inventory for cultural uses			
Modify the Land Development Regulations to allow for flexible use of vacant space for art/culture activities			
Becker Road Overlay District			
Complete public involvement meeting series to discuss Plan recommendations and adopt a vision statement			
Designate the Activity Center as a primary node by amending the FLUM from Low Density Residential to Mixed-Use and modify the density/intensity			
Designate two secondary mixed-use nodes at Becker Road and Savona Boulevard, and Becker Road and Darwin Drive by amending the FLUM from Low Density Residential to Mixed-Use and modify the density/intensity			
Create transitional uses to buffer adjacent single-family residential uses by amending the FLUM Low Density Residential to Mixed-Use, General Commercial and Medium Density and modify the density/intensity			
Identify modifications to the Land Development Regulations to implement a zoning overlay district (Development Standards/Programs)			
Design and install gateway features at key intersections			
Develop a signage/wayfinding plan to unify the Becker Road corridor			

8.3 CONCLUSION—IMPORTANCE OF COLLABORATION AND COMMITMENT

Successful plan implementation depends on committed staff, community, and the availability of resources. The City is committed to the concept of neighborhood planning, but successful implementation will take time and resources. The community will need to continue to be engaged to ensure that the planning process moves forward. As is noted in the Action Plan, it will also be essential for community members to get and stay involved with implementation of the Plan. This involvement will potentially participation in a Civic Association and/or the Planning Area Advisory Committee which will be the primary liaison group between the City and the neighborhoods. As the organizations are volunteer based, sustained engagement is required to ensure that the organizations remain engaged and active in the neighborhood.

This plan is not static, and it should be revisited and amended regularly. The PAAC will be empowered to make changes to the plan working closely with the City to ensure that the goals and realities of both are reflected in the document.